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ESSEX INSTITUTE
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VOL. LIII — JANUARY, 1917



SALEM, MASS.

PRINTED FOR THE ESSEX INSTITUTE

1917

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GEORGE MORGAN BROWN
President of Eastern Railroad, 1858-1872.
From a photograph made in 1880.



SAMUEL C. LAWRENCE
President of Eastern Railroad,
1875-1876; 1887-1890.



JEREMIAH PRESCOTT
Superintendent of Eastern Railroad,
1855-1874.



DANIEL W. SANBORN
Superintendent of Eastern Railroad,
1879-1884.

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HISTORICAL COLLECTIONS
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ESSEX INSTITUTE

VOL. LIII.

JANUARY, 1917.

No. 1

THE EASTERN RAILROAD.

A HISTORICAL ACCOUNT OF EARLY RAILROADING IN
EASTERN NEW ENGLAND.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LII, page 312.)

At an adjourned meeting of the stockholders to hear the report of the investigating committee, the following new management was chosen :

PRESIDENT, John Howe, to be the active head of the Eastern Railroad at a salary of \$5,000.00 per annum.

DIRECTORS: George M. Browne, Boston ; Nathan D. Chase, Lynn ; John Howe, Brookline ; Samuel Hooper, Boston ; Henry H. Ladd, Portsmouth, N. H. ; Micajah Lunt, Newburyport ; John C. Lee, Salem ; G. Howland Shaw, Boston ; Albert Thorndike, Beverly.

Mr. Thorndike soon resigned to become the company's chief auditor, and his place on the board was not filled. John B. Parker, formerly the income clerk, was chosen treasurer, which place he filled for many years. John Kinsman, the superintendent, and John Farley, the master mechanic, had come in for severe criticism at the hands of the investigating committee, and they also resigned, their places being filled by Messrs. Jeremiah Prescott and John Thompson. Mr. Prescott had been for many years

employed by the company, first as a conductor and latterly as Mr. Kinsman's assistant.

Some \$30,000.00 was realized from Mr. Tuckerman's bondsmen and from property he had owned but in order to buy up the fraudulent shares he had over issued, and to provide for the balance of the defalcation and various pressing needs of the company's almost desperate financial situation the directors were forced in 1856 to make an issue of \$350,000.00, six per cent bonds bringing the total bond indebtedness to \$1,600,000.00. As the Eastern railroad affairs were in such a critical condition the new bonds were disposed of at prices averaging 77 1-2. At this time the stock varied from 38 to 48.

During the next few years the history of the road simply records a hard struggle to keep it from bankruptcy and make both ends meet. The task was not made easier by the severe panic of 1857 and the consequent commercial depression which for several years after prevailed more or less the world over. The first installment of the State scrip, which the Commonwealth of Massachusetts had loaned the company in 1837 to enable it to finish its road, fell due in 1857. It was simply an impossibility for the Eastern to meet the obligation, and accordingly the directors appealed to the legislature, which extended the time of settlement until 1863, after which it was to be paid off in annual installments of \$75,000.00.

Mr. Howe resigned as President in 1858 and was succeeded by George M. Browne. During the same year a beginning was made in changing locomotives from wood burners to the use of coal as fuel, the resultant saving being about one-third. Several of the long wooden trestles and bridges were at this period filled in with earth, as being the cheapest, safest and most durable process.

When the Gloucester Branch was constructed the inhabitants of Rockport were anxious that the road should be extended from Gloucester to that town, but at the time the directors of the Eastern Railroad were absolutely unwilling to consider the plan. In the year 1860, however, the Rockport Railroad Company was incorporated to construct a road from the latter place to Gloucester, a

distance of four miles, and the town of Rockport was authorized by the legislature to take \$50,000.00 stock in the company. Work was begun August 23, 1860, and the road completed and opened for travel amid a great celebration on November 4, 1861. It was operated entirely by the Eastern Railroad, which simply continued the Gloucester Branch trains to Rockport. There were at this time on this branch three passenger trains and one freight train daily. The agreement between the Rockport Railroad and the Eastern Railroad was as follows: the former was to provide all necessary buildings, keep the track in order, and furnish all employees except those on the trains; in return for which the Eastern was to pay a monthly rental of \$500.00 and to be exempt from all liability except that caused by its own negligence. When opened there was still a debt of \$28,000.00 resting on the Rockport Railroad, of which the town of Rockport was forced to assume the larger part; nevertheless it turned out to be a good investment, paying dividends varying from four to ten per cent annually. In February, 1868, the Rockport Railroad, with all its franchises, was sold to the Eastern for the sum of \$91,007.00, the town of Rockport making a clear gain of \$3,636.00 by the transaction.

During the 60's the company began to use a more modern form of ticket. A Buffalo firm patented tickets having colored bands to designate the various stations along the road, and these were adopted by the New England railroads generally. Many older persons will also remember the "family tickets" that were in use at that time and for many years afterward. Many of them were printed by local firms in Salem on order by the station agent as required and without reference to the general ticket agent in Boston. The number of free passes issued was very large. A great many of the stockholders, heavy shippers of freight, members of the legislature, etc., and persons having political influence, had them as a matter of course. Rebate tickets issued to passengers paying cash fares to the conductors on the trains were not adopted until about 1881.

The breaking out of the Civil War found the equip-

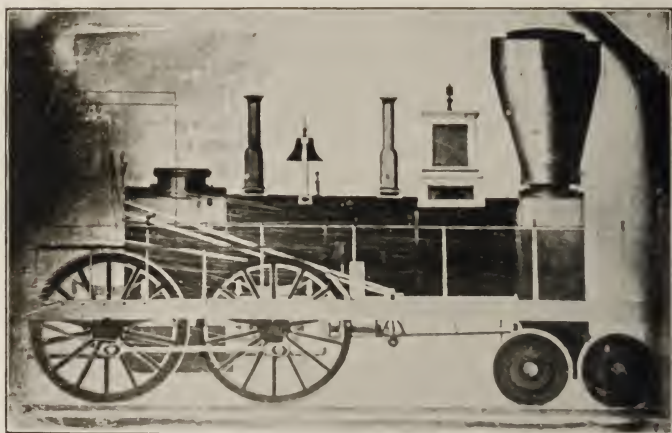
ment of the Eastern Railroad entirely insufficient to meet the great demands made upon it for moving troops and military supplies of all kinds. The truth of the matter was, that the company had been and was for years run with such strict economy by President Browne that neither its tracks, locomotives, nor rolling stock were what they should have been. Each year the stockholders were assured in the annual reports "that your property is kept up in the best condition and is the equal of any first class road in New England." After the Revere disaster in 1871 and the retirement of Mr. Browne from the presidency, when it was found necessary to practically rebuild the whole road from one end to the other, besides furnishing it with a large number of new locomotives and cars, some of the stockholders may have wondered just what were Mr. Browne's ideas of keeping a railroad in first class condition.

In 1861 the company owned twenty-nine locomotives (many of them old and out of date), forty-seven passenger cars (a smaller number than ten years previously), and thirteen baggage cars. Two of the passenger coaches were smoking cars, the first used on the road, and were constructed from two old passenger cars in the company's own shops at East Boston. The freight equipment consisted of one hundred and fifteen long box cars, seventy-two short (four-wheeled) box cars, seventy-three long platform cars, sixteen open cattle cars, eighty-four coal cars, and fifty-two gravel cars. All the rolling stock was painted yellow. At this time no locomotive or car was thought to be worn out until it had been rebuilt from one to three times.

After the Civil War began it was a question in New England whether business would be at a standstill or not, but in a short time the immense demand for transportation of men and supplies caused the New England railroads suddenly to become very busy, and the Eastern was no exception to the rule. Its locomotives, especially, were entirely insufficient, and the United States government was seizing for its own use everything that went on wheels. The road succeeded in obtaining another locomotive, the "Eagle", and later, after the rush was



LOCOMOTIVE "EXCELSIOR, NO. 39".
Built in 1867 at the Eastern Railroad Shops.



LOCOMOTIVE "ROUGH AND READY, NO. 12", BUILT IN 1847 AT TAUNTON.
From a daguerreotype owned by Edgar B. French, of a contemporaneous drawing.

over, filled out its number as required. The "Eagle" was a second-hand engine that had seen service in the Southern states, and Daniel W. Sanborn is authority for the statement that it always was called the "Rebel". It was not of much account, and was soon sold to the Calais Railroad in Maine.

In 1862 there were operated by the Eastern Railroad thirteen passenger and three freight trains each way daily, but numerous "extras", both passenger and freight, were run, sometimes three or four in a single day. Owing to the clumsy system of operation then used a disastrous collision occurred on September 17, 1862, between the regular 6 P. M. Newburyport train going east and an extra excursion train bound west. They came together on the single track about half way between Wenham and Ipswich. Mr. Prescott, the superintendent, had given written orders to conductor Hatch of the extra to pass the regular train at Wenham, but forgot to give conductor Skinner of the Newburyport train any orders at all. The latter was late and trying to make up time. Both trains were going thirty-five miles an hour, and neither engineer saw the other until it was too late to do anything but whistle for brakes. The shock was terrific. A man who was working in a nearby field and saw the accident happen said that both locomotives ("Danvers", No. 20, and "Traveller", No. 21) seemed to rear up in the air like living things, and pieces of them flew in all directions. The engineers, Dudley Weeks and James Littlefield, and the firemen, Augustus Whitney and Sidney Woodbury, were killed, and some thirty-five persons in the excursion train were injured, some of them quite badly. Almost no passengers were hurt on the Newburyport train, the reason being that its baggage car (next the engine) was constructed of heavy iron plates (an invention of Mr. Prescott's) and completely telescoped the other train. Conductor Charles W. Kennard, now retired, was baggage master on the Newburyport train, and in speaking of the accident said: "The first thing he knew of it was a dreadful crash, and the next after that was that some people were picking him up out of a corn field by

the side of the road." Luckily he was only bruised. To the fatalities recorded above must be added the death of Mr. Rust, the station master at Wenham, who, on hearing of the accident, started to run to the scene and dropped dead from heart disease on the way. This collision caused a great stir at the time, and a coroner's jury laid the blame and rightly so on Mr. Prescott, who resigned, but his resignation was not accepted by President Browne. A former official states that in those days, in spite of the fact that the rules expressly forbade conductors to accept verbal instructions for meeting trains at other places than those specified in the time table, Mr. Prescott would very often instruct the conductor of a train leaving Boston much as follows: "When you pass so and so (the conductor of an inward train), tell him we are going to run an extra to leave Boston at such and such a time; tell him if he can pass it at such and such a place all right, if not, let him keep clear." The conductors being Mr. Prescott's subordinates, were of course forced to accept these verbal instructions, but it led to trouble more than once.

When the telegraph was first used for train messages on the Eastern Railroad cannot be exactly ascertained. At the time the Boston and Portland Telegraph Company opened its line to Newburyport Dec. 25, 1847, and to Portland June 17, 1850, their employees had free passage on the Eastern trains in consideration of the railroad having the use of the wires gratis in case of need. There were operators in the Boston and Salem stations, but their work was mostly for the public. Occasionally telegraph messages would be sent in the case of through trains, but as regards local trains almost never. It is known that Mr. Prescott had a strong dislike to running trains by telegraph, and as late as 1856 there is an authentic case of a long freight train waiting in Salem all night for an extra passenger train which also passed the night waiting at Ipswich. There was a misunderstanding in the orders, and both conductors were afraid to go ahead.

The author has been at some pains to ascertain when the system of operating trains by telegraph was first introduced on the New England railroads, and through the

kindness of Philip D. Borden of Fall River, Mass., than whom no one knows more about old time railroading, and James Hermon French, formerly superintendent of the Old Colony Railroad, it is learned that the latter road was the first to inaugurate (in 1857 or 1858) the movement of trains by telegraph. In the beginning the rule merely authorized the conductors when they could not pass opposing trains at the places specified on the time table to arrange other meeting places by telegraph. There were then, and for many years afterwards, no dispatchers. The train crews were considered picked men who could arrange meeting places among themselves much better, it was thought, than a third person could do for them. Not many of the stations (on the Old Colony) had telegraph offices and operators, and much time would be lost in running to and from the regular telegraph office, perhaps half a mile or more off. The first railroad from Boston to introduce the modern train dispatching system was the Eastern Railroad in 1872, when Charles F. Hatch was brought from the Lake Shore and Michigan Southern Railway and made general manager of the Eastern. In the west he had been used to the telegraph system, and accordingly brought with him T. H. Miles, who had been his dispatcher and first introduced the system in New England. His office was not, as may be supposed, in Boston, but in Portsmouth, N. H., which was considered the centre of operations, as by this time the Eastern had sole control of the Portland, Saco and Portsmouth Railroad and the "Northern division" from Conway Junction to North Conway had just been opened.

On June 21, 1862, the passenger station in Causeway street, Boston, was totally destroyed by fire, but as it was only a temporary structure and insured nearly to its full value, the loss to the company was not great. Work was immediately begun on a larger and permanent brick building, which will be remembered by many travellers as so grimy, dirty, and generally unlovely, especially in its later days. It was torn down in the summer of 1893 to make way for the present North Union Station. In referring to the new station President Browne says in

the annual report for 1862: "In determining upon a plan for a new edifice we felt . . . that the demands of our great and increasing passenger traffic required that it should be a permanent structure, of ample proportions, with so much ornament as should be consistent, at the same time, with both good taste and rigid economy. The rear part, or car shed, 330 feet long, already substantially completed, has its walls of brick and its roof of iron and slate, and is therefore fire proof."

There were two tracks in the train shed and one outside on the easterly side, which was used to load the baggage cars for the through trains. The Saugus branch trains also left from this track. Later on, owing to the constantly increasing travel, two more tracks were arranged on the westerly side towards the old Lowell station. These were only partially covered over and were principally used by inward trains. The President, Treasurer and Superintendent also had their offices in the new station. During the course of the rebuilding, by an arrangement with the Boston and Lowell Railroad, the Eastern trains used their passenger station, which was adjoining. During the next year (1863) a new brick station was built at Portsmouth, N. H., and is still in use.

The first installment of the state scrip, of which previous mention has been made, fell due in 1863. The country was then in the throes of the Civil War, gold was at a great premium, and the legal tender act had just been passed. The directors of the Eastern Railroad took advantage of this and proposed to pay back the state loan in greenbacks. As the state of Massachusetts was then paying interest and principal on its bonds in gold, the state treasurer felt this was sharp practice on the part of the railroad and refused to accept anything but specie payments. After a long controversy, however, the attorney-general decided that by a strict interpretation of the "legal tender act" the company was not compelled to pay in gold, which it accordingly did not do, and it also followed the same course with its own bonds and the interest thereof. The incident caused much talk and criticism in the press, and it was freely



THE FIRST STATION ON CAUSEWAY STREET, BOSTON.

Built in 1854, and destroyed by fire in 1862. From an engraving in Midgley's "Sights in Boston," Boston, 1857.



THE SECOND EASTERN STATION ON CAUSEWAY STREET, BOSTON, BUILT IN 1862, ALSO SHOWING THE LOWELL STATION (at the left) AND THE FITCHBURG STATION.

From a photograph made before 1870.

insinuated that the management of the Eastern Railroad were "copperheads", and in favor of the Confederate cause.

During the middle and late 60's the company reached the highest state of prosperity during its history. Dividends at the rate of four per cent were paid in 1861, and this was gradually increased until eight per cent was paid in 1866 and for several years after. It was felt that business would probably fall off greatly at the close of the Civil War, but this was not the case. On the contrary, travel became so heavy, especially in the summer, that the thirteen daily passenger and three freight trains of 1862 had increased in 1870 to twenty-eight passenger and five freight trains daily. A great part of this increased business came from the boom in building up suburban residences near Boston and the development of northeastern New England as a summer resort, and in this connection it may be stated that the Eastern always had more suburban travel than any other railroad having Boston as its terminus.

Owing to the greater frequency of the trains and the larger number of cars on them, there was felt the need of a brake which could be controlled by the engineer and stop the trains in a shorter time than could be done with the hand brakes then in use. The Westinghouse air brake was not patented until October, 1869, the first New England railroads to use it being the Boston and Providence in 1870 and the Old Colony in 1871. But during 1867-70 the Eastern Railroad spent large sums in experimenting with what was known as the "Creamer Safety Brake", and a short description of its use, taken from an old Eastern time book, may not be uninteresting :—

"1. As soon as the train starts the brakeman will wind up the safety brakes with full force, and then, after pulling the slack of the bell cord back, connect the branch lines of the safety brakes forward, being careful that the train is on a tight coupling at the time. . . .

"5. The engineer or fireman will, in case of any danger, pull the bell cord instantly, with full force until drawn taut, thus applying every brake by their own motion.

"6. In case danger is first known to the conductor or train crew, they will instantly pull in the bell cord, with full force both ways." . . .

This invention, however, turned out to be practically useless and was given up.

During the 60's, also, many of the old bridges on the line were replaced by new wooden structures, including the Beverly bridge (at a cost of a little over \$15,000.00), one at Newburyport, and one at Portsmouth.

In 1865, the Portsmouth, Great Falls and Conway (N. H.) Railroad was incorporated, with power to purchase both the Great Falls and Conway Road (opened to Great Falls in 1849), and the South Berwick branch (opened in 1855). The intention was to make the purchase and to construct a road from Union Village to West Ossipee, New Hampshire, and there stop, thus opening a new route for tourist travel to the White Mountains of New Hampshire. In 1866 the new company purchased the stock and mortgage interest of the South Berwick Branch held by the Eastern Railroad and the third mortgage upon the Conway Road also held by the Eastern, for the sum of \$208,173.94, and made payment for the same in the stock of their company, the Portsmouth, Great Falls and Conway Railroad, at par. The foreclosures were perfected and they became the owners of the whole road, from Brock's Crossing (Conway Junction) now Jewett, to Union Village, and thus accomplished this part of their intention. The rails between Union Village and West Ossipee were laid in June, 1870, and passenger trains commenced running to West Ossipee in July, 1870. They were operated entirely by the Eastern Railroad as their Conway division, with A. A. Perkins as superintendent.

The annual report of the Eastern Railroad for 1871 refers to the opening of this road and says, "When it is remembered that the work of constructing this railroad has been through the difficult mountain regions of New Hampshire, . . . and that it has been well and thoroughly built . . . with suitable side tracks, turntables, and engine houses . . . the result reflects great credit on the chief engineer, T. Willis Pratt, Esq., and his efficient corps of assistants, and Mr. G. F. Hitchings, the con-

tractor." It is interesting to note that in building this branch the Eastern constructed for the first time a parallel telegraph line for its own use in running the trains.

The cost of this road as far as West Ossipee was about \$767,200.00, and it was paid for in the stock of the company, \$168,200.00 of which was received by the Eastern Railroad Company for moneys advanced towards the building of this part of the road, and the balance, \$599,000.00, by the individual stockholders of the Eastern Railroad. The stock was at that time worth \$107.00 a share in the market, in other words it stood at a premium of seven dollars. By arrangement with the Eastern, their stockholders had the preference to take the stock at its par value, in the ratio of one share of the Conway for every five shares owned in the Eastern. So rare a privilege was eagerly availed of by a large number of the Eastern stockholders; and the company itself, having transferred its interest in the above mortgages and bonds to the Portsmouth, Great Falls and Conway Road, as above stated, were the owners of about \$375,000.00 worth of this stock.

From Ossipee it was proposed that the large travel to the mountains should be transported over the intervening seventeen miles to Conway by stage; but it was soon decided that with such arrangements the whole railroad scheme must be a failure. It seemed plausible that if the railroad could be extended to North Conway then the whole, or nearly all the mountain travel, could be secured and connections could be made there with the Portland and Ogdensburg Road, so as to obtain a reasonable proportion of the travel and freight through from Montreal, the Canadas and the Lakes, to Boston and the East, as it would afford a route to Boston shorter by twenty-seven miles than that over the Boston and Maine Railroad. The extension was undertaken and completed so that connections were actually established with the Portland and Ogdensburgh Road at North Conway, seventy-one miles from Conway Junction, in September, 1874. The whole cost of the road from Union Village to North Conway was \$1,250,600.00. The cost of that part between West

Ossipee and North Conway was \$483,400.00, and the money for this extension was entirely furnished by the Eastern Railroad Company, and also about \$220,000.00 more which was expended in widening and finishing the entire road between Brock's Crossing (Conway Junction) and Union Village. Very soon after its opening the Portsmouth, Great Falls and Conway road was leased indefinitely to the Eastern Railroad in New Hampshire, the latter company guaranteeing the interest on the Conway bonds.

In 1869-70 the road from Wolfborough, N. H., to Wolfborough Junction, on the Conway division, a distance of twelve miles, was built to connect with the travel on Lake Winnepesaukee. The cost of this road was \$337,900.00, of which \$289,400.00, was advanced by the Eastern Railroad Company and payment taken in stock, the rest of the cost being assumed by the town of Wolfborough. The stock rapidly became nearly or quite worthless, the road a failure, and its operation was conducted at a dead loss.

It has been seen that the Portland, Saco and Portsmouth Railroad was under a joint lease to the Eastern and Boston and Maine Railroads at a six per cent yearly rental. If a breach of contract should be made by the lessor, it should pay to each of the other roads, lessees, the sum of \$100,000.00, or in all \$200,000.00. During and after the Civil War the stockholders of the Portland, Saco and Portsmouth were very much dissatisfied that their dividends were paid in depreciated currency instead of gold, and so in January, 1870, the company decided to break the contract and pay the stipulated penalty. And then began a contest which gave rise to much private and public feeling.

In 1869 conferences were held between the Eastern Railroad Company and the Maine Central Railroad Company, with a view to the control of all the business of the latter by or in the interest of the Eastern road. Nothing, however, was done, further than to make clear the views of each party respecting the matter in discussion. One thing became evident to both, that the control of the Portland, Saco and Portsmouth was essential to

any party who proposed to take and maintain the business of the Maine Central. If it could be controlled by the Maine Central, it would hold the key to the through business to Boston and could turn it to that company which could be induced to carry the business on terms most profitable to it.

About this time, 1869 or 1870, and in consequence of these conferences, the Maine Central, it was believed, promoted the annulling of the former joint lease by offering a rental of five per cent in gold instead of the rental of six per cent in currency, as provided in the lease. The Portland, Saco and Portsmouth now put themselves into the market to excite competition between the three roads,—the Maine Central, Boston and Maine and the Eastern. Six, eight, and finally ten per cent was offered. At length the Eastern Railroad, with hesitation and reluctance, also offered ten per cent, and the new contract in perpetuity was awarded to it, in consequence of no secret manoeuvres, but from the simple accident that the parties then in control of the Portland, Saco and Portsmouth Road happened to be more interested peculiarly in the Eastern than in its competitor, the Boston and Maine. As soon as the Eastern became the sole lessor of the Portland, Saco and Portsmouth, the first thing it did was to refuse to take on the Boston and Maine train at South Berwick Junction, as always had been done in the past, and haul it to Portland as part of their own train. The conductors of the through trains had been instructed: "On your arrival at South Berwick Junction you will connect with the Boston and Maine cars, but if latter are not in sight or whistle heard, you will proceed immediately to Portland without waiting." Heretofore the rule had been to wait one hour if the train were delayed. Very naturally on occasions the Boston and Maine train was late, and then the passengers would be dumped out at South Berwick, a most uninteresting spot, in which to waste time. The travelling public of course was soon up in arms, and the newspapers teemed with indignant letters, but very little was done about it, and the upshot was that the Eastern Railroad acquired most of the through traffic. Eventually the

Boston and Maine was forced to build what was known as their "extension" from South Berwick to Portland, which was opened in 1873.

Having in 1871 secured the sole possession and control of the Portland, Saco and Portsmouth road, the question of most interest and importance to the management of the Eastern was to secure the business of the Maine Central and the rail traffic between the British Provinces and New England. This manifested itself in two ways: first, in relation to the Boston and Maine, and second, in relation to the Maine Central itself. In regard to the first, it is perhaps sufficient to say that the measures taken proved neither highly creditable nor profitable. In the year 1871 a contract was effected with the Maine Central by which the whole of its western business was to be transferred to the Eastern Railroad. Large anticipations were apparently entertained by the management of both roads, and immense aggregates of business were spoken of in language we now think somewhat exaggerated. By this first contract freight was to be transported from Portland to Boston for \$1.75 a ton, and passengers at \$1.50 each, with a car demurrage of \$1.50 a day upon each freight car of the Maine Central while remaining upon the Eastern road. Practically under this contract the latter's cars seldom passed beyond Portland, while the cars of the Central, by the usual course of business, seemed to find a very free and ready access to the Eastern. This proved a fruitful source of friction and loss, as will be seen later.

Previous to the new arrangement with the Maine Central it had been necessary for passengers going beyond Portland to change cars, but now it was arranged for the trains to run through from Boston to Bangor and vice versa. In addition, a new night express was inaugurated leaving Boston at 8 P. M. and due in Bangor at seven the next morning. Returning, it left Bangor at 7 P. M. and arrived in Boston at 6.30 A. M. For the first time in this part of New England the Pullman sleeping cars were used on this train. They were of course much smaller than the present ones and had no vestibules, but nevertheless were considered so large that the track

through the Salem tunnel had to be lowered to allow them to pass, and the overhanging eaves of the depots at Saco, Kennebunk, North Berwick and Conway Junction were cut off. The colored porter on the early Pullmans, in addition to waiting upon the passengers, was expected to brake his particular car.

In 1871 the Eastern Railroad owned 98 passenger cars (which did not include five Pullman sleeping cars), 27 baggage cars, 839 freight cars, of all descriptions, and 55 locomotives.

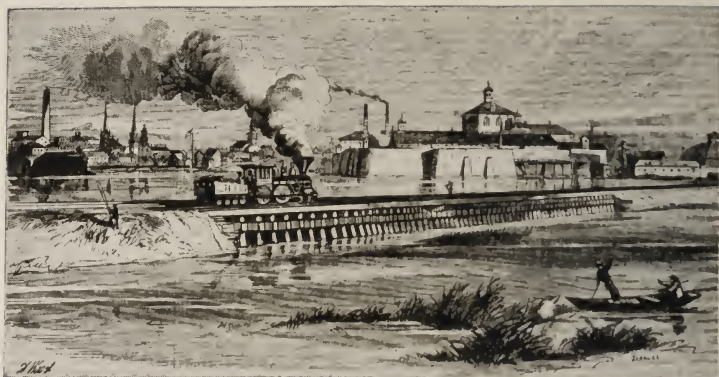
On June 30 of the same year began a succession of serious accidents which affected very much the road's future history. The locomotive "Ossipee," No. 3, drawing the 1.45 P. M. train from Marblehead for Salem, left the track about a mile east of Forest River station and plunged down into the deep swamp by the side of the road. The baggage car (No. 8, built especially for the Marblehead branch, with seats for smokers along its sides) followed the locomotive, but on the other side, and after turning an almost complete somersault, also found a resting place in the swamp. Baggage-master Thomas T. Lyon escaped practically unhurt, but a boy named Bartlett who was in the car with him was instantly killed. Luckily the two passenger cars remained on the track.

The travel on the Eastern Railroad was somewhat of an exceptional nature, varying in more than ordinary degree with the different seasons of the year. During the winter months of 1871 the corporation had to provide for a regular passenger movement of about 75,000 a week, but in the summer the excursion and pleasure travel increased this number to over 110,000. During the week ending Saturday, August 26, 1871, the rolling stock and energies of the employees had been most severely taxed. The usual tide of summer travel, then at its full flood, was largely increased by two camp meetings, one at Asbury Grove in Hamilton and the other at Kennebunk, Maine, and besides this a regular encampment of a brigade of the Massachusetts State militia was being held at Swampscott. The number of passengers had increased from about 110,000, the full summer average, to over 140,000, while the sixty-six trains a day on

the main line provided for in the time table were largely increased by numerous extras which it was found necessary to run. Just at this very worst time the company lost three of its largest new passenger cars by an accident on the Maine Central, and frantic but ineffectual attempts were made at the last minute to borrow rolling stock from the Fitchburg and Lowell roads.

It had never been the custom with those managing the Eastern Railroad to place any reliance upon the telegraph in directing the train movement, and no use whatever appears to have been made of it towards straightening out the numerous hitches inevitable from so sudden an increase in that movement. If an engine broke down or a train became delayed, throughout that week, nothing had been done, except to patiently wait until things got into motion again. Each conductor or station agent had to look out for himself, under the running regulations of the road, and need expect no assistance from headquarters. This, too, in spite of the fact that, including the Saugus branch, out of 216 miles of road operated by the company, only 18 miles was double tracked. The whole train movement, both of the main road and branches, intricate in the extreme as it was, thus depended solely upon a schedule arrangement and the watchful intelligence of individual employees.

Not unnaturally, therefore, as the week drew to a close, confusion and pandemonium reigned supreme, and the trains reached and left the Boston station with an almost total disregard of the schedule, while towards the evening of Saturday the employees at that station directed their efforts almost exclusively to dispatching trains as fast as cars could be procured, thus trying to keep it as clear as possible of the great throng of impatient travellers. According to the regular schedule, four trains should leave the Boston station in succession during the hour and a half between 6.30 and 8 P. M.—a Saugus branch train for Lynn at 6.30, a second Saugus branch train at 7, the Beverly accommodation at 7.15, and finally the express for Bangor at 8 o'clock. In front of the little station at Revere (formerly called North Chelsea), six miles from Boston, the express overtook and ran into the rear of the



THE EASTERN RAILROAD CAUSEWAY AND BRIDGE NEAR PRISON POINT,
CHARLESTOWN.

From an engraving in "Ballou's Pictorial," March, 1859.



THE EASTERN RAILROAD STATION AT REVERE, THE SCENE OF THE REVERE
DISASTER, AUGUST 26, 1871.

From an engraving in "Every Saturday," Sept. 16, 1871.

accommodation. A horrible disaster ensued. Both of the Saugus branch trains should have preceded the Beverly accommodation, but in the prevailing confusion the first of the two branch trains did not leave the station until about 7 o'clock, or thirty minutes behind time, and forty minutes later was followed, not by the second Saugus branch train, but by the Beverly train, which was twenty-five or more minutes late. Thirteen minutes afterward the second Saugus branch train, which should have preceded (but was held for want of a crew), followed, it being nearly an hour behind time. Then at last came the Bangor express, which got away a few minutes after 8 o'clock. All these four trains went out over the same track as far as Everett Junction, but at this point the first and third of the four were to go off on the branch track, while the second and fourth kept on over the main line. The first of the Saugus branch trains on arriving at the Junction should have met and passed an inward branch train, which was timed to leave Lynn at 6 o'clock, but its conductor (Auld) had been instructed to wait for the arrival of an extra from the Asbury Grove Camp Meeting. This train, however, was very late, one of its cars having broken a draw bar as they were starting, so that it did not leave Lynn until 7.30 P. M., or one hour and a half late. Accordingly when the outward train from Boston reached the Junction its conductor found himself confronted by the rule forbidding him to enter the Saugus branch until the train due from Lynn should have passed. There was then no siding upon which an outward branch train could wait temporarily and leave the main line clear. There had been difficulties arising from this cause before, but nothing very serious, as the employe in charge of the signals at Everett Junction had been in the habit of moving any delayed train temporarily out of the way onto the branch or the other main track, under protection of a flag, thereby relieving a block. On the day of the accident this employe (John J. Robinson) happened to be ill and absent from his post. His substitute either had no sense or did not feel called upon to use it, if its use involved any increase of responsibility. So the first Saugus branch train

quietly waited on the outward track of the main line, blocking it completely to traffic. This train had not waited long before an extra locomotive, "Rockport," No. 30, on its way from Boston to Salem, came up and stopped behind it. This was presently followed by the Beverly accommodation, then the next Saugus branch train came along.

At that period of railroad development there was something ludicrous about the spectacle. Here was a road utterly unable to provide its passengers with cars, while a succession of trains were standing idle for an hour because a train was delayed twelve miles away. A simple telegraph message to the branch trains to meet and pass at any other point than that fixed in the schedule would have solved the whole difficulty. There were two telegraph operators in the Boston station and a telegraph office at Lynn (though not in the station), but it does not seem to have occurred to anyone, from Superintendent Prescott down, to make use of the wires to find out the cause of the delay.

At last, at about ten minutes after eight o'clock, the long expected Lynn train made its appearance, and the first of the Saugus branch trains immediately went off the main line. The road was now clear for the Beverly accommodation, which had been standing some fifteen minutes in the block, and which from this time on would be running on the schedule time of the Bangor express. Its conductor, John S. Nowland, did not feel apprehensive. He had been very unwilling to leave Boston so far behind time and ahead of the express, but Mr. Prescott had assured him that the engineer of the latter train would be instructed to look out for him. Mr. Nowland had a decided impression that the train immediately behind his in the block at Everett was the Bangor express (as it should have been according to the time table), instead of the second Saugus branch train out of its order. Having all this in mind, he supposed that the engineer of the express, knowing that his (Nowland's) train was to make all the stops, would run carefully, and there would be, therefore, no need of sending back a flagman to warn him.

The confusion among those in charge of the various

engines and trains was indeed general and complete. As the Bangor express was about to leave the Boston station, Superintendent Prescott directed the depot master (S. O. Lunt, afterwards for many years conductor on the Portland trains and now retired), to caution the engineer "to look out for the Beverly train." This mere verbal order, delivered after the train had started, Mr. Lunt walking along by the side of the slowly moving locomotive, was not fully understood or even heard by the engineer, Ashael Brown, as he supposed it to refer to the Saugus branch train. When he saw that train go off the main line and down the branch, he naturally supposed the track was clear, and when the express train left Everett it was fairly chasing the accommodation train and overtaking it with terrible rapidity. Even then no collision ought to have been possible. Unfortunately, however, the Eastern Railroad had no system, even the crudest, of interval signals, and although the station agent at Chelsea might have prevented the accident by stopping the express with a red lantern, he concluded those in charge of the two trains knew what they were about, so did nothing.

The station at Revere stood on the other side of the track and a short distance further east than it does at present, being at the end of a tangent, the track curving directly before it. The Beverly train was standing at the station, but unfortunately engineer Brown did not at once see its tail lights, which were ordinary white lanterns without any reflecting power whatever. His attention was wholly absorbed in looking for the masthead lantern signals of the East Boston branch, which here joined the main line. When at last he brought his eyes down to the level, to use his own words at the subsequent inquest, "the local's tail lights seemed to spring right up in my face." It was probably about eight hundred feet distant at the time. Mr. Brown immediately whistled for brakes, reversed his engine, "Newburyport", No. 25, and he and the fireman, William F. Simonds, jumped for their lives and were unhurt.

The express, Alfred N. Goodhue, conductor, was made up of a baggage car, Pullman car, smoking car, and pas-

senger coach. Benjamin F. Keyes, so long the conductor on the Swampscott and Saugus branches (now retired), was the baggage master, and says that in response to engineer Brown's whistle he immediately sprang for the brake on the baggage car, but had hardly reached it before the crash came. At the time of the collision the local, made up of two passenger cars, a smoker and a baggage car, in response to conductor Nowland's ordinary signal, had just started, the locomotive's wheels having made one revolution. The rear car was packed with some seventy-five passengers, seated and standing, of all sexes and ages. The first intimation they had of anything wrong was the sudden and lurid illumination of the car by the glare from the headlight of the approaching "Newburyport". The engine crashed two-thirds of the way through the rear car, crushing human beings, furniture and fixtures into an indistinguishable mass. To add to the horror, the oil from the broken lamps became ignited and several of the injured passengers were roasted and scalded to death from fire and the escaping steam of the colliding locomotive whose boiler rested inside the car. It was found necessary to tear out one whole side of the car to rescue the survivors inside. Neither was the fire confined to the last car of the Beverly train. In the block at Everett, locomotive "Rockport", No. 30, returning "light" to Salem, had found itself stopped just in advance of the local. At the suggestion of Mr. Nowland, it had been coupled to the regular locomotive, "Ironsides", No. 15, consequently becoming a part of the train. When the collision took place, therefore, the four cars were crushed between the weight of the colliding train on one end and that of two locomotives on the other. Consequently, the remaining cars were jammed and shattered, and though the passengers in them escaped, the broken lamps ignited, and the cars were entirely consumed. In this terrible catastrophe, one of the worst ever seen in New England, thirty persons lost their lives and about sixty were injured, some of them being crippled for life. With one exception, all those seriously hurt were in the rear car.

As soon as possible an extra train was made up in Boston, which brought the most seriously injured to the hos-

pitals, but it was a long time before knowledge of the disaster was received at Boston, there being no telegraph office between Boston and Lynn, and some one had to drive in with a fast horse from Revere (over six miles), bringing the sad news.

The yellow journal and big headlines had not yet made its appearance in 1871, but as may be imagined, a deep feeling of horror and indignation over this entirely unnecessary accident made itself felt all over New England. It is said that over 40,000 copies of the Boston Sunday Herald were sold on the next day after the disaster. Public meetings of protest were held all over Massachusetts, and at one in Swampscott, Wendell Phillips, the great champion of anti-slavery, said . . . "it is a deliberate murder . . . there is no accident in the case . . . only the greed of the Eastern Railroad Company." Two coroners' inquests, one held at Revere and the other at Lynn, also excoriated the company, but seemed to think the disaster was caused more by the utter lack of rolling stock than anything else, which would not seem to be exactly the case. The accident was also thoroughly investigated by the Massachusetts Railroad Commissioners and a committee of the directors of the Eastern Railroad, and they both held conductor Nowland to blame, he not having sent his brakeman to the rear, as the rules demanded, to flag the express, upon whose time he was running. He was accordingly suspended, although remaining in the company's service for some time.

Charles Francis Adams, then head of the Massachusetts Railroad Commission, asked Mr. Prescott, the superintendent, if he did not think the use of the telegraph might have prevented the catastrophe, and the answer was: "No, he didn't think so, it might work well under certain circumstances, but for himself he could not be responsible for the operation of a road running the number of trains he had charge of in reliance on any such system!" It also leaked out that conductor Goodhue of the Bangor express had complained several times previous to the accident, to both Mr. Prescott and President Browne, that it was impossible to make any kind of a quick stop with only hand brakes on the heavy Pullmans, and that

he had been told to "Do the best you can." The Revere disaster cost the Eastern Railroad in damages, \$510,600.00, according to their own figures.

It may with perfect truth be said that this accident marked an epoch in the history of railroad development, for in quick succession the various companies adopted many safety appliances that had hitherto been little thought of. As may be imagined, the Eastern underwent a more or less thorough reorganization. At the annual meeting held on Feb. 5, 1872, President Browne resigned, and his place was taken by Thornton K. Lothrop. The board of directors was composed as follows: Thornton K. Lothrop, Samuel Hooper, Franklin Haven, Ichabod Goodwin, Henry L. Williams, John Wooldredge, and B. F. Stevens, the last two being new members. The president's salary was raised from \$5,000.00 to \$8,000.00 annum, and Charles F. Hatch was brought from the Lake per Shore and Michigan Southern Railroad and made general manager of the whole road, at a salary of \$10,000.00 per annum. Under him Superintendent Prescott, who seemed to be disaster proof, was retained as superintendent of the Eastern Railroad and branches between Boston and Portsmouth; Francis Chase, former superintendent of the Portland, Saco and Portsmouth road, was designated superintendent of the P. S. and P. division, and A. A. Perkins was appointed superintendent of the new Conway division.

Mr. Hatch proceeded to revise many of the methods and rules and introduced air brakes, the Miller safety platform, and the system of dispatching trains by telegraph, T. H. Miles being the first dispatcher, with an office at Portsmouth. At the same time, Hall's automatic electric block signals were installed between Boston and Salem, at a cost of \$80,000.00, as an additional safeguard. The Eastern Railroad was the first to test the value of these signals in their original form. They were not reliable at first, and were the cause of much anxiety in the practical operation of the road. The superintendent of telegraph of the Eastern afterwards reconstructed and greatly improved them, and by him the signals were worked by three powerful batteries at Boston, Chelsea, and Salem, instead of the seventeen original batteries.

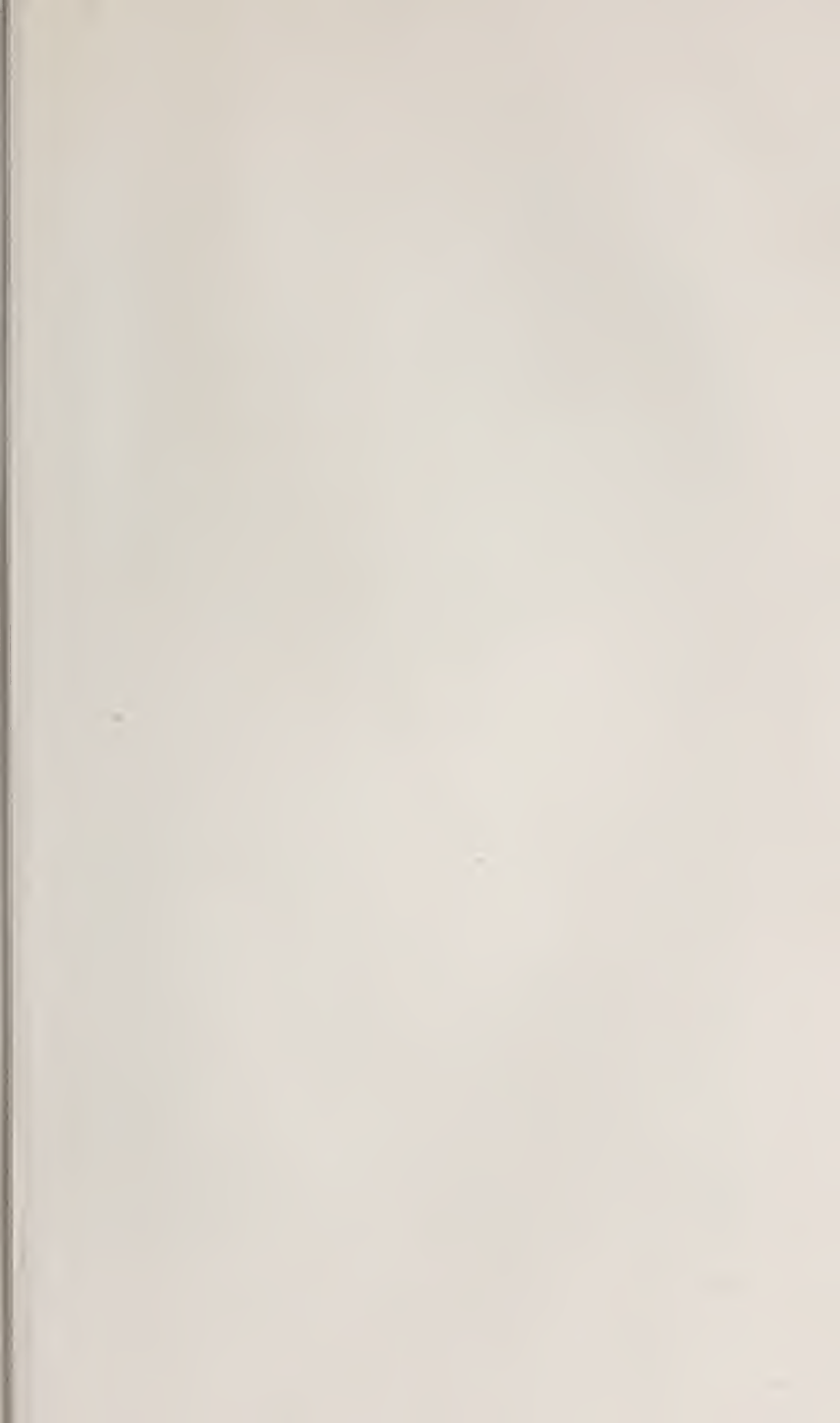
Some time before 1871 the legislature had authorized the company to increase its capital from \$4,262,600.00 to \$8,000,000.00. Just previous to the Revere disaster some two thousand shares of new stock had been issued at par, and it had been intended to make a further fresh issue, but under the depression caused by the accident it was not thought wise to do this. The heavy outlay caused by the cost and installation of all kinds of new safeguards, previously mentioned, as well as fifty new passenger cars, fifteen new locomotives, etc., and relaying of nearly the whole of the main road with new heavy steel rails, must be met in some way, and accordingly the stockholders authorized a new bond issue of \$1,500,000.00 in gold, which was taken up by the Messrs. Baring of London, Eng.; \$1,000,000.00 being at the rate of 7% and \$500,000.00 at 6%. They were known as the "Revere disaster" bonds. In addition to this and to meet the road's pressing needs before the above loan could be arranged for, some \$300,000.00 was borrowed from various Massachusetts savings banks on the company's notes, they being endorsed by the principal directors and stockholders. This was quite the usual practice at that time.

No dividends were paid in 1872, the next two paid being at the rate of three per cent each in 1873. The stock, which had reached its highest point, 126 in 1871, dropped to 83 in 1873, and to 51 in 1874, the bonds holding at slightly under par.

One of the first things attempted by Mr. Lothrop on his reaching the presidency was an effort to consolidate the Eastern and Boston and Maine Railroads, and thus put a stop to the ruinous competition then going on. A bill to this effect was brought before the Massachusetts Legislature of 1872 and was favorably reported by the railroad committee, but failed of passage on account of the strenuous opposition made by the management of the Boston and Maine, which was then in a much stronger financial position than the Eastern and did not view with delight sharing the latter's enormous floating debt. Before the attempted consolidation Mr. Lothrop had undertaken various measures involving a large monetary outlay to "rehabilitate the road". When it was seen that

a union of the Eastern and Boston and Maine was impossible, a perfect "high carnival" of reckless expenditure was begun; some of it being for the purpose of securing the through travel from the British Provinces and "downing" the Boston and Maine, and even in the light of to-day and the recent New Haven exposures, the amount of money wasted at that time seems incredible.

Beginning as far back as 1865 an agitation had been begun by certain manufacturing interests in Lynn to secure the erection of a new passenger station in that city, to be situated on Market street, instead of replacing the old and totally inadequate one on Central square. Of course the business men and inhabitants living near the latter were as eager for the depot to be rebuilt on its old site. For several years a bitter local strife, known in Lynn as the "depot war", raged on this subject, it even influencing a mayor's election. The Eastern Railroad was perfectly indifferent as to where the new station should be, but was quite positive that two stations at points so near together should not be built. When either side became unruly, President Browne to quiet them would threaten to negotiate with the other side, and so it went on. Meanwhile the opponents of the Market street site had secured the passage of a bill by the legislature forbidding any railroad corporation who had maintained a passenger station in one location from removing it to another without the consent of the city authorities. This would seem to have settled the controversy, but in November, 1871, the Eastern Railroad Company bought of the heirs of John Alley, 3d, a piece of land on the south side of the track, near Market street, for \$216,000.00, valued by the assessors and taxed in 1870 for \$4,500.00, and after that for \$20,000.00. The heirs and others at the same time gave the company a piece of land on the opposite side of the track, about seven hundred feet in length by fifty feet in width, taxed in 1870 for \$12,000.00, on condition that the company would establish thereon a station for passengers, to be built by them at the expense of the company. The station was constructed at a cost of about \$55,000.00, but in the meantime (1872) the passenger station at the old site had been rebuilt at a





THE SECOND RAILROAD STATION AT SALEM.
Built in 1847. From a photograph made in 1863, showing the three tracks.



THE RAILROAD STATION AT PORTLAND
Built in 1842 for the Portland, Saco and Portsmouth R. R.

cost of about \$130,000. In order to avoid the inconvenience of stopping the trains at the two stations, now so near together, in accordance with the contract, the company decided to annul the contract, and at a cost of \$100,000.00, paid for the land and building, including costs of suit. Unfortunately, in 1873, by order of President Lothrop, the Market street station building, valued at \$55,000.00, was demolished, and the debris sold for \$1,500.00, leaving the company, at a cost of \$100,000.00, simply the owner of the land, which had been given originally.

The Eastern Railroad thus expended in Lynn for station purposes about \$500,000.00, sinking thereby over \$300,000.00,* and arousing a feeling of discontent and opposition which resulted in the building of the Boston, Revere Beach and Lynn Narrow Gauge Railroad between Lynn and East Boston (9 miles), from which place they ferried across to the city proper. This line was opened in 1875, and being excellently managed from the first, proved a terrible thorn in the side of the Eastern.

In 1872 a contract was made by the company with a firm in Boston to supply the road, at fixed times, with three thousand tons of steel rails, for which payment was to be made at \$105.00 (gold) per ton, amounting to \$369,000.00. There were great delays in forwarding the rails, and the contract by such delays was repeatedly broken. Advantage was taken by another road of a similar default to cancel and annul its unprofitable contract with this firm. The Eastern, however, neglected to avail itself of the opportunity and paid the contract price, notwithstanding the same article became purchasable in the market at greatly reduced prices, the road thus sustaining another loss of \$129,000.00.*

In the contract made in 1871 between the Eastern and Maine Central roads there was to be a car demurrage of \$1.50 a day upon each freight car of the Maine Central while remaining upon the tracks of the Eastern road. It was soon discovered that this, a supposed trifling matter, fast became one of great moment, amounting to a tax of

*41st annual report of the Eastern Railroad Company.

about \$70,000.00 each year to be paid by the Eastern for car demurrage alone. Negotiations were instituted to abrogate the demurrage clause in the contract, but they proved wholly abortive, and it became apparent that a matter involving so important an interest could not be settled by the ordinary means of mutual compromise and agreement; and yet it was evident that the continuance of the contract imposing this heavy burden was incompatible with the prosperity and perhaps safety of the Eastern road. As a measure of relief it occurred to Messrs. Lothrop and Hooper, the President and the principal stockholder in the company, to get control of a majority of the stock of the Maine Central, and then by means of that control to amend the contract.

In 1872, therefore, these two gentlemen, without consulting or letting any of the other directors know of their intention, took steps to that end.* In February, 1873, about 7619 shares of Maine Central stock were purchased, at an average cost of about \$70.00 per share (far above its market value), and amounting to \$533,330.00, a number of shares sufficient to give the Eastern Railroad interests a control in the election of the Maine Central directors in March, 1873.* In order to make the large payments due for the purchase of the stock, Mr. Lothrop instructed the treasurer, John B. Parker, to draw upon the company's funds, the stock being placed in his (Parker's) name as "trustee". Messrs. Lothrop and Hooper then pledged it as collateral at various banks in return for further loans advanced to the company.* In order to keep the matter a strict secret for "the road's best interests", Mr. Parker was instructed to charge the various items to "property account". A contract to complete the purchase of a majority of shares was then made, by which the permanent control of the Maine Central by the Eastern was to be made effective. Accordingly 3,495 additional shares were secured during 1873 and 1874, at prices steadily advancing. In the former year 1,160 shares were purchased at the par value of \$100.00, or nearly fifty per cent above the market value, and making the whole num-

*Investigation of the Eastern R. R. by the Committee on Railroads of Massachusetts Legislature, session 1876.

ber of shares then controlled by the Eastern interest 12,000, at a total cost of about \$925,000.00.

The car demurrage clause in the contract, which had continued from 1870, was annulled in June, 1873, and a new contract substituted, which contemplated a union of the Eastern, Portland, Saco and Portsmouth and Maine Central Railroads into practically one body, with a division of net profits in a stipulated ratio between them. It subsisted until 1874, when it gave place to a third contract dated Jan. 1, 1875. A somewhat similar contract, but differing in important particulars, was made Dec. 28, 1874, between the Maine Central and Boston and Maine roads. The principal object of the third contract made between the Maine Central and the Eastern companies was to secure to the latter the exclusive right of running its passenger cars over the Maine Central. Meanwhile the efforts made under the contract to secure the control of the Maine Central Corporation, by owning or controlling an actual majority of its shares, were continued. Two thousand other shares having been employed steadily in consonance with the interests of the Eastern, it remained necessary to secure only three thousand shares to effect the object in view; and these having been previously purchased were paid for in 1875, making the whole actual purchase of control, 15,274 shares, at a cost, including interest, of \$1,220,538.00.*

The first contract with the Maine Central Railroad, dated in 1871, was made dependent upon the matter of suitable terminal facilities in Boston, and this consideration was persistently urged, that unless arrangements and provisions satisfactory to the management of that road were made by the Eastern, they openly stated their determination not to contract with the Eastern, but to arrange elsewhere for the better accommodation of themselves and their customers (meaning of course that they would give the through traffic to the Boston and Maine).

A committee of the management of the Maine Central came to Boston and made an elaborate and careful examination of the Eastern's freight facilities at East Boston

*41st annual report of the Eastern Railroad Company.

and of the facilities available to them in Boston and Charlestown. They were of the opinion that the East Boston freight terminals were quite insufficient for the large business which the committee felt would be sure to follow upon the making of the contract. Negotiations, therefore, were begun by the Eastern Railroad management, through the instrumentality of agents, for the purchase of what was known as the Charlestown Mill Pond, lying between the Junction at Somerville and the State Prison in one direction and Canal street in Charlestown, and the land of the Boston and Maine in the other. It had an area of about 58 acres, and it was then predicted that this entire surface would be needed for the accommodation of coarse freight, such as hay, lumber, etc. The purchase was made of various parties, and was completed in May, 1873, at a cost of \$1,158,000.00.* Part of this land had to be filled in before it became available for use.

In pursuance of the same design and to secure the same general end, with particular reference to the accommodation of general domestic and merchandise freight, the tract of land covered with buildings and known as the Austin Street estate, lying between Austin, Lynde, Bow and Front streets, Charlestown, and extending from the State Prison on its westerly side to the Waverly House, was purchased in August, 1873, and including the erection of a freight house and other improvements, cost \$1,310,000.00.* But an "island" was left between the two purchases, which was owned and occupied by the Commonwealth for the State Prison and grounds, and across which it became necessary to have a passage. Accordingly a purchase was made of a narrow strip for the purpose of accommodating tracks to connect the two freight areas, for which the Eastern Railroad was compelled to pay what they considered "the extravagant sum of \$45,000.00."* After this purchase it was discovered that the connection had not been effected after all, and a narrow neck of flats still intervened. For this the sum of \$5,000.00 was exacted.*

After these vast sums had been expended for freight terminals in Boston, the enterprise did not meet the san-

*11st annual report of the Eastern Railroad Company.

guine expectations of its projectors. A great deal of through freight was still found to come by the Boston and Maine, and at the end of the first year the net income from freight received in consequence of this outlay did not exceed \$160,000.00, and of this only one-half could be justly credited to the new terminals. This was considered a most disappointing result. As the passenger station in Causeway street had become totally inadequate to accommodate the growing traffic, it was found urgently necessary to have more yard room for cars, and two additional tracks on the outside of the depot from which trains could be started. Accordingly in 1873-74 a small strip of land 29 feet wide, extending from Causeway street to the water, worth, as it was afterwards proved, not over \$50,000.00, was bought for \$118,000.00.* Several agents of doubtful reputation were employed to negotiate this deal, and they received as fees over \$77,000.00.* The transaction reflects little credit on the management of the company, but it is only fair to say that some of the directors were in total ignorance of what was going on.

The next outside investment indulged in by those at the head of the company was the purchase, for \$20,000.00,* of the controlling interest in the Portland, Bangor and Machias Steamboat Company operating the well known side-wheel steamers "City of Richmond" and "Lewiston." For some reason this stock was placed in the name of the Portland, Saco and Portsmouth Railroad Company. Bar Harbor was then coming to the front as a fashionable summer resort, and the steamers of this company called there regularly, this being the most convenient way at that time of reaching Mt. Desert island. Very soon after the Eastern had gotten control of this company there were rumors of an opposition boat to be put on and run by the Boston and Maine interests. The president of the Eastern Railroad therefore made haste to buy an old wharf in Bar Harbor, supposed to be the only one available for a steamboat landing, for the sum of \$38,500.00,* a value ridiculous beyond imagination. The "agent" who negotiated the sale, the property

*Investigation of the Eastern R. R. Co. by the Railroad Committee of the Mass. Legislature, session of 1876.

(which included an hotel) being owned by several heirs, was unable to give the company a deed of the estate, and produced a "declaration of trust" reciting that the Eastern Railroad Company had paid the money and that "he held it in trust for them"! It afterwards turned out that the ownership of the property was so doubtful that it was impossible to secure a proper deed. The whole deal was doubtless "got up to order".

In the meantime the company had built and opened several branches. A short one, about 1 1-2 miles long, from Hamilton to the Camp meeting grounds at Asbury Grove, was completed in August, 1871. The Swampscott branch from Marblehead to Swampscott, on the main line, a distance of about five miles, was opened for travel October 20, 1873. This made available for sea-shore residences large tracts of land that had hitherto been difficult of access. The total cost of this branch was \$185,000.00. The stations were Devereux (not built until the road had been running a year), Clifton, Beach Bluff and Phillips Beach. All the depot buildings were paid for by subscriptions from the land owners along the line. Originally a long wooden trestle extended on this branch from the end of Swampscott woods to the junction at the main line. This was later filled in solid.

The town of Essex, in 1872, had built a branch road (completed in May of that year) from their town to Wenham, on the main line of the Eastern, a distance of about seven miles. Its purchase was contested between the Eastern and Boston and Maine roads, for its importance was measured by the following considerations. By constructing only three or four miles of perfectly level road from Topsfield to Wenham, the Boston and Maine could have united Wenham with their Georgetown branch and so open a diversion from the main road of the Eastern to Boston; and again, by the construction of about seven miles of road from Essex to Rockport, it would have come into competition with the Gloucester branch. Hence, although the Essex branch was perfectly unremunerative, the Eastern Railroad felt compelled to buy it, in 1874, for the sum of \$95,000.00, besides guaranteeing its bonds.

*Investigation of the Eastern R. R. Co. by the railroad committee of the Massachusetts Legislature, session of 1876.

Another extension of the road was the Dover branch from Portsmouth to Dover, N. H., about eleven miles in length. It was built by the Portsmouth and Dover Railroad Company, but leased before completion (Feb. 1, 1874) for 5 years to the Eastern Railroad Company, at an annual rental of six per cent on cost of construction and to keep the bridge over the Piscataqua river in repair. It was thought that this branch, tapping as it did the Boston and Maine main line at Dover, would pay well, especially as regards freight, but at first the results were discouraging. Winslow T. Perkins, afterwards superintendent, in 1875 was made station agent at Dover, it being his first railroad experience. Thanks to his energy and perseverance, business soon picked up, and when Mr. Perkins left Dover, some years later, the branch had become a paying proposition. To accommodate the freight traffic at Portsmouth, Noble's Island, so called, was secured as a terminal at a cost of \$40,000.00.

On October 22, 1872, another disastrous accident took place on the main line at Seabrook, N. H. Owing to an open switch, the Bangor express, which had left Boston at 8 P. M. in charge of conductor Alfred N. Goodhue (the same conductor who had figured in the Revere disaster), ran into the Portsmouth local freight which was waiting on a siding. Three passengers were killed and some twenty injured. The express was made up of Maine Central and Eastern cars, and as the former were in front and not equipped with air brakes (as was the case with the Eastern rolling stock), the hand brakes could only be used. The crew of the freight train had left the switch right; but as was the custom in those days when waiting for trains to pass, had not locked it. It was thought some miscreant must have changed the switch, at any rate the coroner's jury acquitted the Eastern Railroad of all blame, but the damages nevertheless were \$70,000.00. Within the following week three minor accidents occurred at Ossipee, N. H., Rowley, Mass., and at North Berwick, Me., which led the Boston Advertiser to say in October, 1872: "If there is such a thing as ill luck surely the Eastern Railroad has fallen into it."

As soon as it was seen that no union between the East-

ern and Boston and Maine roads was possible, a competition more furious than ever was maintained between them, which it was estimated cost the Eastern alone \$10,000.00 to \$12,000.00 per month.* At this time the Boston and Maine could not sell a ticket beyond Portland, nor would the Maine Central (which was controlled by the Eastern) haul any of their passenger cars. For a time the Boston and Maine ran the steamer "City of Richmond" from Portland to Bangor in connection with their trains, but this arrangement was of short duration, as the Eastern soon acquired control of her.

The Maine Central and Eastern made an arrangement by which their respective train crews ran through alternately from Boston to Bangor and vice versa. As far as can be traced this is the longest single run (245 miles) ever made by any train crews in New England. Daniel W. Sanborn (afterwards superintendent of the Eastern and later general superintendent of the whole Boston and Maine system) was among the best known of the "through" conductors at that period. He says of the Boston and Bangor trips, "It was down one day, up the next, and rest the third day, and brake by hand the whole way, as the Maine Central cars were not fitted with the air brake." Mr. Sanborn and the other through conductors received \$100 per month, this being considered high pay. This arrangement lasted from 1873 to about 1879. It was at this time that the famous "race" for the government mail contract from Boston to Portland took place between the two rival companies. The tests extended over a period of a week, each conductor and engineer being instructed to do the best he could. Mr. Sanborn says his train beat all the others, arriving in Boston twenty minutes ahead of time. This necessitated starting from way stations before the regular time and leaving behind numbers of intended passengers. What would be thought of a like performance to-day? The locomotive "City of Lynn," No. 28, proved to be faster than any of those on the Boston and Maine, and so the Eastern Railroad secured the mail contract.

*41st annual report of the Eastern Railroad Company.

(*To be continued.*)

THE PLUMER GENEALOGY.

BY SIDNEY PERLEY.

(Continued from Volume LII, page 328.)

1312

CHARLES MOULTON PLUMER⁸, born March 11, 1828. He married Marianda Snow Ridlon June 18, 1848. She was born Feb. 6, 1827.

Children :—

- 1869—I. MARY ISABEL⁹, born June 15, 1849.
1870—II. WILLIAM⁹, born July 2, 1851; died Nov. 1, 1851.
1871—III. CHARLES AVERILL⁹, born March 20, 1856; married Mabel R. Brackett Oct. 16, 1873. She was born Dec. 25, 1854. Their child, Marion Snow, was born April 21, 1882.
1872—IV. MINNIE SNOW⁹, born Dec. 19, 1866.

1319

HIRAM TOBIN PLUMER⁸, born July 26, 1840. He married Louisa Sturgis Drew March 6, 1870. She was born Nov. 25, 1837.

Children :—

- 1873—I. EDNA MABEL⁹, born Dec. 14, 1872.
1874—II. JOHN MUSSEY⁹, born July 3, 1875.

1321

ENOCH PLUMER⁸, born in Newbury, Mass., June 24, 1805. He lived on Newbury Neck; and married, first, Harriet Elizabeth, daughter of John Haseltine, April 29, 1845. She was born in Salem, Mass., Feb. 15, 1822; and died Oct. 3, 1854. He married, second, Lydia M., daughter of Caleb and Sarah Mason and widow of Wade Ilsley March 28, 1855.

Children :—

- 1875—I. SARAH JANE⁹, born Nov. 20, 1849(8⁹); married Willis E., son of William and Sarah (Sedgwick) Churchill, Oct. 30, 1877; and lived in Rowley.
- 1876—II. WILLARD⁹,^a born Aug. 24, 1850; died Oct. 4, 1879, aged twenty-nine.
- 1877—III. HORACE⁹, born April 14(19⁹), 1852. *See family numbered "1877."*
- 1878—IV. SUSAN MARIA⁹, born June 2, 1854; died Oct. 1, 1854.

1322

STEPHEN PLUMER⁸, born in Newbury, Mass., Jan. 15, 1807. He married Mary Hale, daughter of Samuel and Phebe (Hale) Newman, May 24, 1838. He died April 25, 1846, at the age of thirty-nine; and she died May 5, 1889.

Their children were born in Newbury Oldtown, as follows :—

- 1879—I. PHEBE HALE⁹, born April 15, 1839; married William, son of Elias and Ann G. (Horton) Todd, Oct. 18, 1877.
- 1880—II. EUNICE THURSTON⁹, born Aug. 16, 1841; married Rev. George Robert, son of Robert M. and Ann S. (Babson) Merrill, May 1, 1867; and she died Nov. 29, 1883, aged forty-two. He was pastor of a Congregational church in Painesville, Ohio, in 1882.
- 1881—III. MARY NEWMAN⁹, born Dec. —, 1843; married Thomas Hawkin.
- 1882—IV. ABBY ANN STEPHENS⁹, born Jan. 24, 1846; died in Newburyport Jan. 14, 1856.

1327

DANIEL THURSTON PLUMER⁸, born in Newbury, Mass., May 4, 1819. He married, first, Georgiana, daughter of Giles and Laura Colvin, in 1858, in Evansville, Ind. She was born in Millersport, Ohio, Sept. 20, 1838; and died in Newbury Sept. 20, 1875, aged thirty-seven. He married, second, Mary J. Roberts of Portsmouth, N. H., Dec. 1, 1877.

Their children were born in Newbury, as follows :—

- 1883—I. ENOCH BENJAMIN⁹, born July 5, 1861; died Aug. 11, 1864, aged three.
- 1884—II. LAURA JANE⁹, born July 19, 1866.
- 1885—III. MARIA STORER⁹, born May 19, 1869.
- 1886—IV. ———⁹ (daughter), still born April —, 1872.

1328

HORACE PLUMER, ESQ.^s, born in Newbury, Mass., April 26(22?), 1821. He graduated at Dartmouth College, and became a lawyer. He married Nancy, daughter of John and — (Denney) Woodwell, in 1844. She was born in Newburyport, Mass. He died in Evansville, Ohio, Jan. 31, 1860, at the age of thirty-eight.

Children :—

- 1887—I. GEORGIANA WASHINGTON⁹, born Feb. 22, 1846; married John Colby; and went west.
- 1888—II. JANE⁹, born Feb. 8, 1852; died March 21, 1888, aged thirty-six.
- 1889—III. HORACE⁹, born Aug. 12, 1859; unmarried.

1332

WILLIAM KELLY PLUMER^s, born May 27, 1820. He married Harriet A. Taylor Oct. 20, 1846; and died Sept. 12, 1860, at the age of forty.

Children :—

- 1890—I. MARY E.⁹, born March 18, 1849; married George Chemencaaw June 23, 1869.
- 1891—II. SUSIE K.⁹, born Oct. 26, 1851; married Charles T. Johnson March 31, 1876.
- 1892—III. WILLIAM T.⁹, born Aug. 7, 1856.

1339

NATHANIEL BARTLETT PLUMER^s, born Aug. 1, 1838. He married, first, Martha Jane Palmer, daughter of William T. and Martha C. (Brackett) Sanborn, March 24, 1861. She was born Feb. 17, 1835; and died Feb. 10, 1875. He married, second, Mary L., daughter of Rev. James Boutwell and widow of Dr. Artemas L. H. Carr, Jan. 1, 1876.

Children :—

- 1893—I. FRED WILLIAM⁹, born Oct. 29, 1862; died Aug. 18, 1875, aged twelve.
- 1894—II. NATT EDGAR⁹, born Feb. 28, 1866.
- 1895—III. MATTIE MAY⁹, born Aug. 18, 1874; died Dec. 26, 1874.
- 1896—IV. MAUDE⁹, born Oct. 15, 1876.

1342

NATHANIEL PLUMER^s, born Dec. 8, 1831. He married Sarah E. Dunlap Sept. 12, 1860.

Children :—

- 1897—I. ESTHER⁹, born July 31, 1861.
 1898—II. DAVID B.⁹, born Dec. 1, 1862.
 1899—III. NATHAN D.⁹, born Feb. 11, 1868.
 1900—IV. JOHN J.⁹, born Oct. 19, 1869; died Aug. 13, 1870.
 1901—V. GEORGE B.⁹, born Sept. 4, 1871.

1361

JOHN CLARK PLUMER⁸, born Oct. 7, 1833. He married, first, Emma F. Bond, Dec. 2, 1858. She was born in Thetford, Vt., Aug. 5, 1834; and died Aug. 20, 1871. He married, second, Alice J. O'Hara March 5, 1874. She was born in Prince Edward Island Aug. 4, 1851.

Child :—

- 1902—I. GERTRUDE ELECTA⁹, born May 26, 1870; died Oct. 16, 1870.

1365

GEORGE WASHINGTON PLUMER⁸, born Feb. 9, 1841. He married, first, Maria A. Ham, Feb. 7, 1863. She was born Oct. 24, 1841; and died March 20, 1873. He married, second, Maria Moses, May 7, 1875. She was born Jan. 16, 1844.

Children :—

- 1903—I. EMMA ARELINE⁹, born March 27, 1866.
 1904—II. JOHN MARK⁹, born June 8, 1867.

1385

STEPHEN MERRILL PLUMER⁸, born Sept. 21, 1846. He married Abby Jane Moses Dec. 25, 1871.

Child :—

- 1905—I. ROSCOE HAYES⁹, born Nov. 16, 1876.

1410

JEREMIAH PLUMER⁸, born in Freemont, Me., Oct. 22, 1796. He married Charlotte Brown; and died Feb. 24, 1867. She died Sept. 29, 1887.

Their children were born in Freeport, Me., as follows :—

- 1906—I. SOLOMON H.⁹
 1907—II. JEREMIAH J.⁹, born March 16, 1827. *See family numbered "1907."*
 1908—III. CLEMENT⁹.

1418

WILLIAM H. PLUMER⁸, born Jan. 15, 1819. He lived in Brunswick, Me.; and married Amy H. Bailey Dec. 22, 1842.

Children:—

- 909—I. JOHN H.⁹, born Dec. 24, 1844; died Aug. 13, 1864, aged nineteen.
 910—II. FRANK W.⁹, born Nov. 4, 1852.

1424

TIMOTHY PLUMER⁸. He married, first, Lucy Boynton. She died; and he married, second, Sarah Cilley. He was killed by being thrown from his carriage in Monroe, Me., Dec. —, 1887. His wife Sarah survived him and lived in Monroe.

Children:—

- 911—I. MARY ANN⁹, born in 1838; married — Putnam; and lived in Glenwood, Me.
 912—II. LEMUEL⁹, born in 1840; lived in Monroe.
 913—III. OSHA H.⁹, born in 1842; lived in Glenwood.
 914—IV. WILLIAM J.⁹, born in 1845; married and lived in Pennsylvania.
 915—V. JANE⁹, born in 1849; married — Dickey; and lived in Palermo, Me.
 916—VI. CHARLES⁹, born in 1851; lived in Duluth, Minn., unmarried.
 917—VII. FRANK⁹, born in 1861; lived in Monroe, unmarried.
 918—VIII. GILBERT⁹, born in 1864; lived in Duluth.
 919—IX. HATTIE L.⁹, born in 1868; married — Eastman; and lived in East Jackson, Me.

1425

REV. ABRAHAM PLUMER⁸, born in Bucksport, Me., Oct. 30, 1809. He lived on a farm when young and received very little school education. He became a clergyman, however, and commenced his ministry in New Hampshire in 1844. He was invited by Rev. A. P. Peabody to a mission upon the Isles of Shoals as preacher and teacher; and subsequently lived at Damariscotta, Me.

Rev. Mr. Plumer married, first, Mary Ann Ladd, adopted daughter of Rev. John Atwell of the East Maine

Conference of the Methodist Episcopal church, June 28, 1835. She was born June 11, 1815; and died Sept. 27, 1843. He married, second, Betsey, daughter of Jeremiah and Ruth (Chase) Carr, Sept. 25, 1845. She was born Dec. 17, 1806; and died June 2, 1861. He married, third, Susan Sylvester, Aug. 18, 1864. She was born July 20, 1811.

Children:—

- 1920—I. JOHN ATWELL⁹, born Jan. 1, 1837, at South Berwick, Me.; educated at Bucksport; preached in the East Conference for twenty years; and afterward lived in Portland.
- 1921—II. CHARLES ABRAHAM⁹, born Feb. 16, 1839, in New Castle N. H. *See family numbered "1921."*
- 1922—III. CYRUS LEMUEL⁹, born Oct. 26, 1841; educated at Bucksport, Me., and Concord, N. H.; and lived at Newport, N. H.

1434

ROBERT YOUNG PLUMER⁸, born Feb. 22, 1820. He married Lucinda Green of Kennebunk Oct. 15, 1847.

Children:—

- 1923—I. MALITTA⁹, born Oct. 16, 1849; married,
- 1924—II. ALPHONZO⁹, born Nov. 30, 1851.

1449

SEWALL PLUMER⁸, born in Scarborough, Me. He married Eunice Harmon.

Children:—

- 1925—I. GEORGE⁹; married Mary Cerk.
- 1926—II. MARTHA⁹; married Samuel Witham.
- 1927—III. CAROLINE⁹; married Cyrus Moore.
- 1928—IV. CYRUS⁹.
- 1929—V. WOODBURY⁹; married Catharine Knight April 24, 1865.
- 1930—VI. HORACE⁹.
- 1931—VII. HENRY⁹.

1450

DAVID PLUMER⁸. He married Eliza, daughter of Maj. Moses Moody of Limington. She was born March 23, 1808.

Children :—

- 1932—I. SETH⁹; married Susan Stone.
 1933—II. DAVID⁹; married, first, Ellen Hunnewell; and, second,
 Elizabeth Hunnewell.

1451

WILLIAM PLUMER⁸. He married, first, Mary A., daughter of Maj. Moses Moody. She was born March 31, 1810. He married, second, Sarah Gilman.

Children :—

- 1934—I. SUSAN⁹; married, first, Phineas Libby; and, second,
 James Lyons.
 1935—II. ELIZABETH⁹; died young and unmarried.
 1936—III. LIBERTY⁹; unmarried.

1452

MAJOR PLUMER⁸. He married Jane Libby.

Children :—

- 1937—I. ESTHER⁹; died young and unmarried.
 1938—II. DENNIS⁹.
 1939—III. MARTHA⁹.
 1940—IV. JOHN⁹.
 1941—V. ABBIE⁹.
 1942—VI. ALBERT⁹.

1453

ABRAHAM PLUMER⁸, born July 4, 1816. He married Esther Libby April 13, 1845.

Child :—

- 1943—I. LURA E.⁹, born Feb. 12, 1859; died young.

1454

BENJAMIN L. PLUMER⁸. He married, first, Harriet Swett; and, second, Anna Skillings.

Children :—

- 1944—I. MARY⁹; born Jan. —, 1845.
 1945—II. GEORGE⁹.
 1946—III. HENRY⁹.
 1947—IV. ALBION⁹.

1455

DR. WILLIAM PLUMER⁸, born June 19, 1805. He was

a physician ; and married Hannah Files June 9, 1834. He died May 14, 1855 ; and she died Nov. 11, 1880.

Child :—

1948—I. ERASTUS AUGUSTUS⁹, born May 3, 1835. *See family numbered "1948."*

1461

GIBEON PLUMER⁸, born Nov. 12, 1817. He married Maria W. Cloutman of Gorham Nov. 12, 1846 ; and died in Portland, very suddenly, Feb. 14, 1880.

Child :—

1949—I. SARAH C.⁹, born Nov. 16, 1847 ; died July 15, 1868, aged twenty.

1462

JORDAN PLUMER⁸, born Oct. 27, 1819. He married, first, Margaret Brown (published Oct. 27, 1843) ; and she died Aug. 17, 1864. He married, second, Mrs. Sarah McLellan Sept. 28, 1866.

Child :—

1950—I. ELIZA⁹, born Aug. 19, 1847.

1463

DAVID PLUMER⁸, born June 1, 1822. He married Sarah C. Tukey (published Dec. 11, 1855).

Children :—

1951—I. ANNA⁹, died June 6, 1857.

1952—II. EMMA F.⁹, born Oct. 9, 1862 ; married Joseph B. Plumer.

1953—III. ALICE⁹, born March 17, 1865 ; lives in Raymond.

1954—IV. DENNIS⁹, born Oct. 7, 1867 ; lives in Raymond.

1955—V. MARIA C.⁹, born Aug. 15, 1871 ; lives in Raymond.

1464

EBENEZER PLUMER⁸, born Sept. 3, 1824. He married Eliza Welch Oct. 24, 1852 ; and she died Feb. 14, 1886.

Children :—

1956—I. MARGARET⁹ ; died young.

1957—II. MARK LEACH⁹, born Oct. 26, 1853.

1958—III. WILLIAM⁹, born Sept. —, 1858.

1959—IV. CHARLES⁹, born April 6, 1860.

1960—V. MARGARET⁹, born Aug. 19, 1853(?) ; died June 24, 1863.

1477

DAVID PLUMER⁸, born in Raymond, Me., Dec. 31, 1808. He married Polly Rich June 7, 1830. She was born April 20, 1808; and died March 7, 1861.

Children:—

- 1961—I. CATHARINE⁹, born April 18, 1832; published to John Roberts May 6, 1856.
- 1962—II. EMMELINE⁹, born Oct. 10, 1834; died, unmarried, Aug. 19, 1855.
- 1963—III. MARTHA J.⁹, born May 22, 1837.
- 1964—IV. ANN⁹, born Dec. 9, 1841; died June 9, 1857.
- 1965—V. AUGUSTUS⁹, born Jan. 18, 1847; died Aug. —, 1847.

1479

ALONZO PLUMER⁸. He married, first, Sarah Mitchell of Raymond, Me., Jan. 15, 1837; and, second, Adeline Leavitt of Naples Sept. —, 1852.

Children:—

- 966—I. ANSON⁹, born Nov. 20, 1837.
- 967—II. SAMUEL⁹, born Aug. 20, 1839, at Starksboro', Vt.
- 968—III. FRANCES J.⁹, born July 6, 1841; lives in Poland; and married Levi N. Strout.
- 969—IV. MARY E.⁹, born Feb. 27, 1843; married Morris Strout.
- 970—V. DANIEL⁹, born Dec. 24, 1844.
- 971—VI. JOSEPH⁹, born Oct. 11, 1846.
- 972—VII. LYDIA⁹, born Nov. 23, 1848.
- 973—VIII. —⁹.
- 974—IX. —⁹.
- 975—X. —⁹.

1481

JESSE PLUMER⁸. He married Elenor James.

Children:—

- 1976—I. ALVIN⁹, born in 1842. *See family numbered "1976."*
- 1977—II. CAROLINE⁹, born in 184—; married Silas N. Moore of Casco (published Dec. 22, 1859).
- 1978—III. SAMUEL⁹; died in Libby prison.
- 1979—IV. CHARLOTTE⁹; died young.
- 1980—V. ABBIE P.⁹, born March 10, 1853.
- 1981—VI. HENRY P.⁹, born Sept. 4, 1855.
- 1982—VII. ELIZA⁹, born Oct. 3, 1856.
- 1983—VIII. JOSEPH J.⁹, born Oct. 4, 1858.
- 1984—IX. EUGENE⁹, born May 11, 1860; died Oct. 15, 1860.

1482

GEORGE W. PLUMER⁸. He married Zilpha Spiller May 10, 1842.

Children:—

- 1985—I. THANKFUL⁹; married.
- 1986—II. MARY ANN⁹; married.
- 1987—III. ALPHEUS⁹; was in the army, came home and died of consumption, unmarried.

1485

JOSEPH M. PLUMER⁸, born in Raymond, Me., Aug. 8, 1820. He married, first, Mary H. Harmon Sept. 20, 1843; and, second, Christiana W. Rand of Stoneham, Me., June 30, 1872.

Children:—

- 1988—I. CLARA M.⁹, born Oct. —, 1844; died soon.
- 1989—II. LIZZIE E.⁹, born Dec. —, 1845; died young.
- 1990—III. CLARA E.⁹, born Sept. 29, 1849; died, unmarried, Oct. 1, 1868, aged nineteen.
- 1991—IV. BELLE MARY⁹, born March 16, 1853.
- 1992—V. JOSEPH WILSON⁹, born March 11, 1874.

1486

ALBION K. PLUMER⁸, born Feb. 20, 1823. He lived in Gorham, near Little Falls; and married Mary A. Nason in Buxton in 1846.

Children:—

- 1993—I. —⁹; died young.
- 1994—II. —⁹; died young.
- 1995—III. ANNA⁹, born about 1849; unmarried.
- 1996—IV. MARY⁹, born about 1851; unmarried.
- 1997—V. JOHN E.⁹, born about 1856; lived at Gorham; unmarried.

1493

SILAS PLUMER⁸, born Oct. 6, 1821. He lived at Lisbon Falls; married Emily Estes of Durham in 1853; and died March 12, 1882.

Children:—

- 1998—I. FREDERICK⁹; died, unmarried, at the age of nineteen.
- 1999—II. HELEN⁹; married George Greenback of Philadelphia; and died soon after.

- 2000—III. FANNY⁹; died, unmarried, at the age of about nineteen.
 2001—IV. ALICE⁹, born about 1867.
 2002—V. WILLIAM⁹, born in 1870.

1495

GEORGE PLUMER⁸, born in Durham April 7, 1826. He lived at Lisbon Falls, Me. He married, first, Almira J. Coffin Webster April 4, 1850; and she died Nov. 14, 1880. He married, second, Eliza Eacott Oct. 20, 1881.

Children :—

- 2003—I. LYDIA E.⁹, born April 23, 1852; died Nov. 16, 1865, aged thirteen.
 2004—II. JAMES HENRY⁹, born Feb. 28, 1854. *See family numbered "2004."*

1497

EDWARD PLUMER⁸, born Jan. 4, 1830. He married, first, Augusta Taylor; and, second, Sarah Shaw.

Children :—

- 2005—I. IDA⁹; married W. H. Newell of Lewiston.
 2006—II. WALTER⁹, born about 1865 (1875?).
 2007—III. HENRY⁹, born in 1872.

1501

CHARLES B. PLUMER⁸, born Feb. 3, 1836. He married Abbie Taylor.

Children :—

- 2008—I. ALBERT W.⁹
 2009—II. LORENZO⁹, born about 186-.
 2010—III. AUGUSTA⁹, born in 186-.

1505

JOHN R. PLUMER⁸, born about 1830. He lived in Newburyport; and married Weltha Plumer (1498), in Newburyport, Feb. 4, 1852. She was born April 4, 1832; and died Jan. 15, 1886, in her fiftieth year.

Child ;—

- 2011—I. HENRY W.⁹; lived in Winchester; married Alice Andrews; and had two sons.

1513

WILLIAM PLUMER⁸, born in Danville (now Auburn),

Me., Dec. 14, 1829. He married Eliza, daughter of Zechariah and Harriet (Plumer) Tenney of Raymond, Jan. 1, 1859.

Children:—

- 2012—I. WILLIAM HOWARD⁹, born May 26, 1863.
- 2013—II. MINNIE BELL⁹, born April 14, 1865.
- 2014—III. FREDERIC WESTON⁹, born March 7, 1867; educated in Bates College.
- 2015—IV. CARRIE ELIZABETH⁹, born Aug. 18, 1869; school and music teacher.
- 2016—V. BESSIE MAY⁹, born Sept. 25, 1884.

1529

CHARLES M. PLUMER⁸, born March 14, 1831.

Children:—

- 2017—I. ALBERTON⁹, born Oct. 31, 1854.
- 2018—II. CHARLES FREDERIC⁹, born Dec. 11, 1856.
- 2019—III. JEREMIAH W.⁹, born Feb. 10, 1859.
- 2020—IV. ABBIE ETTA⁹, born Jan. 29, 1861.
- 2021—V. ELIZA J.⁹, born Dec. 23, 1866.

1567

HENRY PLUMER⁸. He married Rebecca —.

Children:—

- 2022—I. FRANK⁹; married his cousin Sarah Plumer (2030).
- 2023—II. BENJAMIN⁹.
- 2024—III. PERSIS⁹; married — Northley of Goffstown.

1568

JOHN PLUMER⁸.

Children:—

- 2025—I. JOHN⁹.
- 2026—II. HENRY⁹.
- 2027—III. ALONZO⁹.
- 2028—IV. TRASK⁹.
- 2029—V. EMMELINE⁹; married Zebedee Gilbert.
- 2030—VI. SARAH⁹; married her cousin Frank Plumer (2022).
- 2031—VII. MARY⁹.
- 2032—VIII. AUGUSTA⁹.

1610

CHARLES G. C. PLUMER⁸, born in Lancaster July 12, 1819. He married Jennie Stevenson(?) in 1867.

Child :—

033—I. PAUL⁹, born June 27, 1868.

1613

JOHN FRANCIS PLUMER⁸, born Feb. 29, 1840. He lived in Philadelphia, Pa. He married, first, Sarah Josephine Vyman; and she died. He married, second, Myra Butterfield.

Children :—

034—I. FRANK F.⁹, born Aug. 16, 1862.

035—II. RALPH E.⁹, b. Jan. 21, 1865.

036—III. ELLA PORTER⁹, born May 5, 1867.

037—IV. EDGAR P.⁹, born Aug. 6, 1869.

038—V. MARY THIRZA⁹, born March 1, 1872.

1627

WILLIAM PERLEY PLUMER⁸, born in Amesbury, Mass., June 22, 1825. He lived in Newburyport, and was in early life a stage-driver in the employ of the Eastern Stage Company. He subsequently became associated with E. T. Northend in the livery business. Later, he became engaged in the grocery business with D. P. Plumer in the corner of Pleasant and Inn streets, under the firm name of W. P. & D. P. Plumer. Upon the retirement of Mr. D. P. Plumer, Mr. W. P. Plumer became associated with George P. Balch, and they continued the store under the firm-name of Plumer & Balch. Mr. Balch retired from the business about 1885, and Mr. Plumer continued the store alone until June, 1887, when, on account of ill-health, he gave it up.

Mr. Plumer served in both branches of the city council, and was a trustee of the Five Cents Savings Bank. He was an excellent citizen and business man.

He married, first, Jane K., daughter of Eliphalet and Mary (Chase) Randall; and she died May 2, 1871(?). He married, second, —, daughter of Simon Jordan; and died Jan. 4, 1888.

Children :—

039—I. —⁹.

040—II. —⁹.

041—III. —⁹.

042—IV. —⁹.

1633

DAVID PLUMER⁸, born in Newbury, Mass., Nov. 20, 1826. He was a trader, and lived in West Newbury and Newburyport, Mass. He married Susan, daughter of Thomas S. Ordway of West Newbury (published Nov. 6, 1854). He died Oct. 20, 1862, at the age of thirty-five.

Child :—

2043—I. ARTHUR SAWYER⁹, born Feb. 3, 1855; married.

1636

PERLEY PLUMER⁸, born in Newbury, Mass., Aug. 12, 1832. He lived on his father's place, and in Newburyport, on the corner of Fair and Temple streets. He married Sarah Ann Jackson, daughter of Abraham and Sarah (Scott) Edwards of Newburyport, July 18, 1866; and died. His wife survived him.

Children :—

2044—I. EDWARDS SCOTT⁹.

2045—II. PERLEY NEWMAN⁹.

1649

WILLIAM PLUMER⁸, born in Newbury, Mass., Dec. 21, 1803. He married Harriet, daughter of William and Abigail (Bridges) Currier, Oct. 5, 1829. He died April 9, 1845; and she died May —, 1887.

Children :—

2046—I. HARRIET MARIA⁹, born June 30, 1834; married Warren, son of David and Mary H. Currier, April 27, 1854; and died Feb. 2, 1855.

2047—II. WILLIAM COOMBS⁹, born Oct. 18, 1835; married Emily C., daughter of James Safford and Mary Dodge Pettingell, Dec. 18, 1859; and had no children.

2048—III. CHARLES EDWARD⁹, born Nov. 4, 1838. *See family numbered "2048."*

2049—IV. JUDITH ANN⁹, born Sept. 16, 1840; died June —, 1866, aged twenty-five.

2050—V. HENRY CHEEVER⁹, born June 21, 1842; dry-goods dealer; lives in Newburyport; served in the common council of the city in 1888; married Rebecca, daughter of Samuel M. and Mary Ann (Coffin) Gerrish, Jan. 11, 1867; and had no children.

1654

RICHARD PAGE PLUMER⁸, born in Newbury, Mass., July 5, 1810. He married Mary Little, daughter of Benjamin and Sarah J. (Pearson) Leigh, April 6, 1833; and died in Newbury March 17, 1839, aged twenty-eight. His wife survived him.

Children :—

- 51—I. THOMAS FOX⁹, born Feb. —, 1835; died Sept. 2, 1856, aged twenty-one.
- 52—II. HANNAH⁹, born in 1837; married Daniel Sutton June —, 1877.

1656

SILAS PLUMER⁸, born in Newbury, Mass., Sept. 17, 1816. He married Hannah, daughter of John and Hannah (Knight) Poor of Newburyport, May 15, 1847.

Children :—

- 53—I. GEORGE HENRY⁹, born March 22, 1848. *See family numbered "2053."*
- 54—II. MARY ELLEN⁹, born June 27, 1851; married George Lunt, son of Justin and Myra (Lunt) Noyes, Feb. 24, 1875. He was born Sept. 5, 1855.
- 55—III. WARREN⁹, born Oct. 31, 1857.

1663

JOHN MOODY PLUMER⁸, born in Newbury, Mass., Nov. 1860. He lived in Georgetown(?), and married Catherine Maria, daughter of Samuel and Maria (Dawkin) Presser of Rowley in 1878.

Child :—

- 56—I. ARTHUR DANFORTH⁹, born Aug. 25, 1879.

1681

JOSEPH PLUMER⁹, born in Gilmanton, N. H., Dec. 28, 1834. He married Narcissa, daughter of Matthias Kimball of Upper Gilmanton, May 19, 1860.

Children :—

- 57—I. MYSTIC JANE¹⁰, born June 2, 1861, at Gilmanton; married Herbert Holman of Belmont March 23, 1881.
- 58—II. FLORA ELEANOR¹⁰, born July 13, 1869, at Belmont.

1685

BYRON SELWIN PLUMER⁹, born in Manchester, N. H., April 8, 1845. He lived in Portsmouth, N. H., and at Charlestown and Malden, Mass.; and married Sarah Garvin Wentworth Nov. 21, 1866, at Charlestown.

Children:—

- 2059—I. FRANK WENTWORTH¹⁰, born Feb. 20, 1870, at Portsmouth. *See family numbered "2059."*
- 2060—II. ARTHUR JAMES¹⁰, born Nov. 24, 1872, at Charlestown. *See family numbered "2060."*
- 2061—III. EVA HENDERSON¹⁰, born Oct. 23, 1874, at Malden; died March 29, 1877, at Charlestown.
- 2062—IV. GRACE DANIELS¹⁰, born April 7, 1883, at Malden.

1691

CHARLES E. PLUMER⁹, born Oct. 29, 1831. He married Mary H. Moody April 7, 1853.

Their children were born in Gilmanton, N. H., as follows:—

- 2063—I. ETTA J.¹⁰, born Aug. 13, 1854; married Edwin H. Sanborn Sept. 4, 1874, in Gilmanton.
- 2064—II. CARRIE E.¹⁰, born June 22, 1856; married Frank H. Furber of Alton March 12, 1879.

1697

GEORGE W. PLUMER⁹, born Sept. 5, 1843. He married Abbie M. Collins.

Children:—

- 2065—I. EDDIE C.¹⁰, born Jan. 2, 1865, at Gilmanton.
- 2066—II. ESTELLA M.¹⁰, born Sept. 13, 1866.
- 2067—III. FRANKIE H.¹⁰, born Nov. 17, 1868; died April 16, 1869.
- 2068—IV. FLORENCE A.¹⁰, born Sept. 1, 1883(?), in Belmont.

1717

ALBERT EUGENE PLUMER⁹, born in Belmont, N. H., June 23, 1854. He married Carrie J. Knox of Mattapan, Mass., Nov. 29, 1881.

Children:—

- 2069—I. ETHEL H.¹⁰, born Jan. 27, 1883.
- 2070—II. EDNA M.¹⁰, born Oct. 7, 1885.

1722

EDWIN L. PLUMER⁹, born Feb. 17, 1841. He married Nellie Pemberton of Great Falls, N. H., Nov. 6, 1872.

Children :—

071—I. MAUD M.¹⁰, born Aug. 1, 1873, in Great Falls.

072—II. EMMA P.¹⁰, born Aug. 23, 1878, in Farmington, Me.

1736

PRESCOTT M. PLUMER⁹, born April 26, 1854. He married Adeline M. Griffin at East Hebron, N. H.

Their children were born at Groton, N. H., as follows :

073—I. HARRY L.¹⁰, born Dec. 31, 1879.

074—II. LUELLA A.¹⁰, born June 24, 1884.

1737

EDWIN W. PLUMER⁹, born in Groton, N. H., March 17?, 1849. He married Mary A. Muzzey, at Hebron, N. H., Oct. 3, 1868.

Children :—

075—I. GEORGE O.¹⁰, born July 25, 1869, at Groton; died Aug. 13, 1869.

076—II. MABEL¹⁰, born June 19, 1871, in Canaan.

1739

REUBEN S. PLUMER⁹. He married Mellie E. Whittier, in Canaan, Oct. 28, 1871.

Their child was born in Concord, as follows :—

077—I. JESSIE L.¹⁰, born Aug. 14, 1878.

1740

ELLMORE H. PLUMER⁹, born in Groton, N. H., Dec. 6, 1856. He married Melvina A. King, at Lebanon, June , 1880.

Their children were born in Laconia, as follows :—

078—I. WILLIAM J.¹⁰, born Nov. 18, 1882.

079—II. FLORENCE¹⁰, born Oct. 4, 1884.

1791

FRANK BAUGHMAN PLUMER⁹, born Jan. 16, 1868. He married Elizabeth Frances, daughter of James and Elizabeth (McClure) Alexander, Oct. 5, 1880.

Children :—

- 2080—I. BLANCHE HELEN¹⁰, born Sept. 15, 1881.
 2081—II. BEULAH ALEXANDER¹⁰, born May 17, 1887.

1830

BEARD BURGE PLUMER⁹, born June 18, 1846. He married Eliza D. Wentworth Oct. 15, 1875.

Children :—

- 2082—I. LUCIA C.¹⁰, born May 28, 1877.
 2083—II. FANNIE W.¹⁰, born July 20, 1878.
 2084—III. BEARD B.¹⁰, born Oct. 22, 1879.
 2085—IV. ORINDA¹⁰, born June 9(10?), 1886.

1847

JOHN FELLMAN PLUMER⁹, born in Sweden, Me., May 19, 1846. He lives in Paris, Me., where he was at one time a piano manufacturer, and afterwards in Connecticut. He subsequently conducted a clothing and boot and shoe business in Paris. He married Zilpha Ann, daughter of Samuel D. and Esther A. (Penley) Marshall of Paris, Oct. 16, 1867. She was born in Paris Oct. 16, 1846.

Child :—

- 2086—I. MINNIE ANNIE¹⁰, born April 15, 1869.

1849

SAMUEL LYMAN PLUMER⁹, born in Sweden, Me., March 1, 1850. He is a farmer, and lives in his native town. He married Carrie M., daughter of James H. and Harriet M. (Wilcomb) Stone of Sweden, Jan. 1, 1877. She was born Nov. 19, 1855.

Children :—

- 2087—I. ALICE CARRIE¹⁰, born April 8, 1881.
 2088—II. FLORENCE MARIA¹⁰, born Sept. 6, 1884; died Jan. 26, 1888.
 2089—III. GRACE LILLIAN¹⁰, born Nov. 6, 1887.

1877

HORACE PLUMER⁹, born April 14(19?), 1852. He resides in the old Hale house in Newbury, Mass. He married, first, Nancy Maria, daughter of Stephen and Maria F.

(Cummings) Peabody, May 14, 1875. She was born in Oxford; and died. He married, second, Mary Peabody. The children of Mr. Plumer were born in Newbury, as follows :—

- 290—I. HARRIET MAY¹⁰, born May 17, 1876.
- 291—II. STEPHEN CUMMINGS¹⁰, born Nov. 21, 1877.
- 292—III. AGNES MARIA¹⁰, born Dec. 31, 1879.
- 293—IV. ENOCH ALBERT¹⁰, born June 22, 1882.
- 294—V. SUSAN JANE¹⁰, born May 6, 1884.

1907

JEREMIAH J. PLUMER⁹, born in Freeport, Me., March 1, 1827. He married Eunice Jordan Nov. 29, 1849 : and she died July 13, 1887.

Children :—

- 295—I. ADRIANNA D.¹⁰, born June 21, 1851.
- 296—II. FRANKLIN J.¹⁰, born March 28, 1854; died April 17, 1854.
- 297—III. LEONARD J.¹⁰, born Jan. 4, 1863. *See family numbered "2097."*

1921

REV. CHARLES ABRAHAM PLUMER⁹, born in New Castle, N. H., Feb. 16, 1839. He was educated at Bucksport and Concord; and was a clergyman at Thomaston, Me. He married Mary Amanda Maddox May 5, 1861.

Children :—

- 298—I. WILLARD ELMER¹⁰, born March 23, 1862. *See family numbered "2098."*
- 299—II. OSMAN BAKER¹⁰, born Aug. 30, 1868.
- 300—IV. CHARLES WESLEY¹⁰, born Aug. 21, 1872.
- 301—IV. HERBERT HALL¹⁰, born Oct. 5, 1874.

1948

ERASTUS AUGUSTUS PLUMER⁹, born May 3, 1835. He was a trader; and lived in Raymond. He married, first, Rebecca J. Tukey, Jan. 31, 1858; and she died July 3, 1884. He married, second, Abbie J. Brown, June 6, 1885.

Children :—

- 302—I. FRED W.¹⁰, born April 7, 1860; married Alice M. Morton of Raymond.
- 303—II. LOUISE HANNAH¹⁰, born Oct. 23, 1868.

1976

ALVIN PLUMER⁹, born in 1842. He married Emma R. Tukey Nov, 27(29?), 1866.

Children :—

2104—I. SUSIE M.¹⁰, born May 1, 1868.

2105—II. JENNIE¹⁰, born March 29, 1880.

2004

JAMES HENRY PLUMER⁹, born Feb. 28, 1854. He married Julia Small of Bowdoin; and lives at Bluffton, Ala.

Children :—

2106—I. CHARLES¹⁰, born in 1880.

2107—II. IDA¹⁰, born in 1882; died about 1885.

2108—III. GEORGE¹⁰, born in 1885.

2048

CHARLES EDWARD PLUMER⁹, born Nov. 4, 1838. He married Sarah Moody, daughter of Rufus and Sarah Gilman (Foote) Cook, Feb. 28, 1860. She was born Oct. 23, 1839.

Children :—

2109—I. RUFUS HENRY¹⁰, born Feb. 5, 1861.

2110—II. JUDITH ANN¹⁰, born Sept. 28, 1870.

2053

GEORGE HENRY PLUMER⁹, born March 22, 1848. He married Mary Garafilia, daughter of Paul and Abigail (Otis) Winkley, July 8, 1876. She was born Feb. 7, 1846.

Children :—

2111—I. GEORGE OTIS¹⁰, born Sept. 26, 1879, in Newbury, Mass.

2112—II. MABEL E.¹⁰, born Aug. 19, 1884.

2059

FRANK WENTWORTH PLUMER⁹, born in Portsmouth, N. H., Feb. 20, 1870. He married Deborah Allen Wiggin.

Their children were born in Malden, as follows :—

2113—I. RICHARD WENTWORTH¹⁰, born March 11, 1904.

2114—II. JOHN ALLEN¹⁰, born March 20, 1907.

2115—III. ELIZABETH WIGGIN¹⁰, born April 3, 1910.

2060

ARTHUR JAMES PLUMER, Esq.¹⁰, born in Charlestown, Mass., Nov. 24, 1872. He is a lawyer, and lives in Malden, Mass. He married Grace May Chase.

Child:—

116—I. ARTHUR SELWYN¹¹, born Aug. 12, 1910, in Malden.

2097

LEONARD J. PLUMER¹⁰, born Jan. 4, 1863. He married Hattie I. Foss May 14, 1884; and lives in Bath, Me.

Children:—

117—I. FORREST LEONARD¹¹, born May 27, 1885.

118—II. CLARENCE¹¹, born Aug. 10, 1888.

2098

WILLARD ELMER PLUMER¹⁰, born March 23, 1862. He married Nettie M. Rogers Feb. 14, 1884.

Children:—

119—I. MARY AMANDA¹¹, born Dec. 23, 1884.

120—II. ADDIE¹¹, born May 12, 1887.

A GENEALOGICAL-HISTORICAL VISITATION OF ANDOVER, MASS., IN THE YEAR 1863.

BY ALFRED POORE, M. D.

(Continued from Volume LII, page 288.)

Went to see Paul Bailey Follansbee, who has resided on his farm since 1835, coming from West Newbury. He bought it of Dudley Trow, but it was previously owned by John Crosby. Mr. Follansbee built the new house where they now reside in 1850, selling the old house the same year to the railroad company, which uses it for the men in the winter when cutting ice on the pond. He is son of John and Judith (Bailey) Follansbee, and was born in West Newbury in 1811, where their oldest child was born. Mrs. Follansbee is Eliza Ann, daughter of John and Anna (Cochran) Chase, and was born in Andover in 1811, her father being son of Enoch and Sarah (Sawyer) Chase. Enoch was born in West Newbury, and Sarah, daughter of Jacob Sawyer, was born in Newburyport. Mrs. Follansbee's mother was daughter of James and Saloma (Knowlton) Cochran. Children: Eliza Ann, b. 1835; Amanda Octavia, b. West Andover, 1837, mar. Edward Payson, a shoe manufacturer, son of John and Sarah (Senter) Dunclee, b. in Greenfield, N. H., and lives in Stoneham, and they have daughter, Emma Amanda, b. 1859; Clarizette Augusta, b. 1840, and lives in Stoneham; Lucaster Chase, b. 1842; John, b. 1845; Ella Paulina, b. 1849; Emma Winnefred, b. 1855. Mrs. Follansbee's father lived in West Andover, where Jameson now resides, where all except herself were born.

Ambrose Lovis Jones came from Lowell and has resided in his house since 1850. He is a candy manufacturer, and at one time made a cough candy. He is son

f Francis and Mary (Hiller) Jones, and was born in Marblehead in 1805. His father was taken in the "Spitire," in the War of 1812 and put into Dartmoor prison. His Hiller ancestors came from the Island of Jersey. His wife is Sarah Eunice, daughter of Dr. Charles and Eunice (Bowman) Toothaker, who was born in Weathersfield, Ct., in 1810. Her father is a descendant of Dr. Roger Toothaker, who was one of the early settlers of Billerica, and whose wife was killed by the Indians in his garden and his daughter carried away by the Indians. Mr. Jones married, first, Sarah, daughter of John Orne of Marblehead, and had ten children: Sarah, b. about 1828, married John Bean from New Hampshire, and lives in Beaver, Vinona Co., Minn., a broom manufacturer, and has children, Alice I., b. East Cambridge, 1844, Albert W., b. 1845, Clara A., b. 1847, John S., b. 1851, Emma F., b. Beaver, 1854, Annette A., b. 1856, Charles E., b. 1858, Edward E., b. 1860. Ambrose, born in Roxbury, May 1, 1832, at eleven o'clock A. M., the same hour and day of May as his father, married, first, Eliza Ann Ordway of Lookset, N. H., lives in Minnesota, and has children, Martha Louisa, b. Andover, 1853; Edmund Walter, b. 1858; married, second, Mary Jane, daughter of Domingo De Castro, a Spaniard, born Charlestown, 1819, and who died June 9, 1856; children, Hannah Frances, b. Lowell, Dec. 1, 1844; George Edward, b. Wilton, N. H., 1845; Martha Alfreda, b. Lowell, 1849; Susan Almira, b. Mar. 9, 1851; George Thomas, b. Feb. 23, 1853; Mary Jane, b. Mar. 2, 1854; Mary J., died young; he married a third wife, who is still living.

Mrs. Jones married, first, Moses, son of Samuel George of Woodstock, N. H., who died in 1849, by whom she had, Francena Marcella, born in Chelmsford in 1847, and Georgianna Eliza, b. in Lowell in 1849, the latter being now in Philadelphia with her uncle, Dr. Charles E. Toothaker. Her first husband married, first, Sarah Danforth of Newbury, by whom they had Sarah Cushing, b. 1839, and Susan Currier; he married, second, Hannah Higgins, but she died in about six months. Mr. Jones removed to Newbury, Byfield, soon after marriage to his present wife, and lived at her home three years. Her father died

Aug. 19, 1859. While he was away, McDonald, who married May Upton, lived at the Jones place for about a year, and Smith, a repair hand on the railroad, about the same length of time.

William Simmons, son of James and Sarah Collins, born in Dover, Eng., came to America in 1834. In 1862 he came to Mr. Jones' from Marblehead. His wife was a cousin of the Jones'.

Eben Lovejoy's house was a building put up for a store opposite the schoolhouse, west of William Griffin's house. Bartlett lived in it when he put up his blacksmith shop there, this shop being removed later to John Lovejoy's place, used for a stable, and then moved beyond Seminary hill.

Next north of Eben Lovejoy's is where John, brother to Eben, is living this winter, and in his house Josiah Edwin Griffin has resided since April, 1862, and carried on the farm. He is a carpenter by trade and worked at his trade in Lowell before he came here, but had previously lived in Littleton, N. H. He is son of Josiah and Lydia (Parker) Griffin and grandson of Jonathan, who died in Methuen, Oct., 1860, aged ninety-six years. His mother died April, 1861. Rebecca, wife of Mr. Goodhue, is a sister to Mr. Griffin's mother and resides in North Andover. Mr. Goodhue was born in Methuen in 1823. Susan Maria, his wife, daughter of James and Jane (Harriman) Griffin, was born in Bradford, Vt., in 1826. Her father was born in Deerfield, N. H., and her mother was born in Pembroke, N. H. Children: Edna Florence, b. in Lowell, 1849, where they resided about fourteen years before he was married; Rhoda Maria, b. in Littleton, 1851; Frank, b. 1853; Charles, b. 1856; Perry Josiah, b. 1860; Joshua Harriman, who was killed by logs rolling upon him while living on the Connecticut river.

Mr. Goodhue's father resided in Compton, Canada, and after eight children were born they moved to Bradford, Vt. His second wife was Betsey Wallace. Children: Betsey, mar. B. F. Annis and soon died in Craftsbury, Vt.; Hannah Jane, mar. John G. Elliott and lives in Littleton, N. H.; Alva James, an auctioneer in Lowell; Benjamin, lives in Ripley, Me.; Anson Titus, d. in Lowell,

150; Susan Maria; Mary, a nurse in a Boston hospital; Samuel Harriman, b. 1832; a photographer in Boston.

Next is where Hannah, widow of James Ballard Lovejoy, jr., has lived since 1807, and her husband built the house on land that originally belonged to Dr. Abbott. Dr. Lovejoy bought the land of Hugh Erving, an Irishman, who resided in an old house on the place, where her son Eiley Lovejoy now resides. Erving left no children. A man in Boston named Hurd owned the house where Eiley Lovejoy lives for a summer home, and William Holly hired it before 1800. Francis Butters of Haverhill village once occupied it. Mrs. Hannah Lovejoy says she is daughter of Joseph Bailey, born probably in Newbury, and died about 1781, aged about eighty years, in Andover, where he was found burned to death while burning bushes near the house in which George Boutwell died in 1862. He married, first, a Coburn of Dracut, and second, a Bartlett of Newburyport. His grandson William set out an apple tree where his head lay when they found him. She says Dea. James Bailey's grandfather, Samuel Bailey, lived on the place where the Deacon now resides, and Mrs. Lovejoy's grandfather, Joseph Bailey, settled near him and by the side of Twist. She says her father used to call Deacon Bailey's grandfather cousin.

William Griffin, who resided behind where the willow trees stand, near the schoolhouse, was cousin to Mrs. Lovejoy's father. He had children, William, Jonathan, Lemuel, Joseph, Edna, Mercy, Mary and Fanny. Jonathan's daughter was Dea. Gould's first wife. William died back of the Seminary. Lemuel's wife was Capt. Carke's daughter. Joseph went to Danvers to reside. Edna married late in life Thomas Wood from Tewksbury. Mercy was married to a Johnson and went to Pelham or Hudson. Mary died near the Seminary, and she and Edna were unmarried.

Mrs. Lovejoy says her grandfather had: Joseph, who died in the West Indies, was a seaman, married a Wood of Andover, and had children, twins, one of whom died young, and the other, Abigail, wife of Israel, son of Joshua Holt, who settled in Greenfield, where she died without children. Jethro, who married and settled in

the country. Luther, who married a Bailey and settled in the country, had children, Joseph, a school teacher in New York city; Timothy, a tinman in Malden and an officer in a bank, having Luther, died young in Tewksbury, Experience, died young, and Hannah; Sarah, mar. John Lowell in Salem, and died in West Haverhill in 1863; Betsey, mar. Andrew Clark of North Tewksbury, probably son of Thomas, lived in Connecticut, Andover, and Lawrence; Charlotte, lived with Timothy. Eben, mar. first a Trull, and was a Baptist clergyman in West Moreland, and had Eben, who was shot while hunting, Eben, and five daughters. Tristram, died young. William, Mrs. Lovejoy's father, had by Rebecca Hildreth of Dracut: Timothy, died young; Rebecca, b. Aug. 25, 1774, where Samuel Bailey lives, near the Bailey school-house; Hannah, b. Dec. 13, 1776, mar. James Ballard, son of Jeremiah and Dolly (Ballard) Lovejoy, b. Mar. 17, 1778, and died April 28, 1859, from a carbuncle which he had ten years before he died; Sarah, b. Feb. 6, 1778, mar. Daniel Stevens, b. North Andover, 1768, settled where Col. Wood, a baker of Charlestown, once lived, and later their house was burned about 1850; William; Persis, mar. John Lovejoy, and had Catherine, b. 1812, mar. a Johnson, Hannah, b. 1815, mar. William Callahan; Timothy. Timothy, died aged seven years. Sarah, d. unmarried, aged eighteen years. Hannah, mar. Capt. William Knapp, had one child, Hannah, who mar. a Titcomb.

Children of James and Hannah Ballard: Hannah, b. Nov. 7, 1800, mar. Obadiah, son of Obadiah and Rhoda (Haseltine) Richardson of Dracut, kept a shoe store in New York, and then went to Ohio, Philadelphia, and Lowell, until 1857, when they went to Minnesota, having children, Martha Ann, b. 1833, George Lovejoy, b. 1836, James Otis; Orpha, b. 1802; Ballard, who lived on Lowell street; Harriet, b. July, 1808, mar. Calvin E. Goodell; Bailey; Rebecca, mar. Jonas Lovering from Sudbury, a wheelwright, lives in Harvard; Martha, died, aged twenty years.

Calvin Eaton Goodell is son of Jared and Electa (Colton) Goodell, who was born in Ludlow, Vt., in 1808, on

th homestead of his father, and lived in Westminster, Vt. His father died while on a visit west and while his family was living in Norwich, Vt. He was at one time in a freight depot on the Boston & Lowell Railroad, but has been at his place one mile from the West Andover church since 1855. One of Mrs. Lovering's daughters, Susan Elizabeth, b. 1848, has been with her since she was two years old.

Thomas Blanchard resided in the old Chase house beyond Upton's about 1791. He was son of Aaron and Thomas T. Blanchard, mar. Lois, daughter of old Joseph Burt and aunt to Jedediah Burt. Aaron Blanchard had Ben, b. 1776, and Lucy, and his wife was the widow Case, probably widow of Emery.

On the south side of Lowell street has resided since 1847 Keziah McLanathan, in a house which her husband bought of Lewis Adams. She is daughter of Henry and Sarah (Phipps) Leland, and was born in Sherburn in 1837; mar. Samuel, son of Thomas McLanathan, who was born in Rutland, Mass., in 1782, and died here July, 1863. Children: Emily H., b. Hubbardston, 1807, mar. Chauncey S. Colton of Monson, Me., and now resides in Galesburg, Ill., having children, Harriet Sophia, who mar. James S. Noteware, who is in Kansas, and lives with her son Albert and daughter Maud in South Andover; Sarah Maria and John; another son Frank has a wife and one child and lives in Galesburg, Ill. Sarah Leland, b. 1808, mar. Asa A. Macomber of Sangerville, Me., and died in 1840, leaving four children: Lucinda, who married Hayes D. Merritt and left two children; Isaac; Samuel; Elizabeth, mar. an Ireland, who went into the army. Keziah Leland, b. 1811, mar. William H. Mitchell of Dover, Me., who died, leaving four children in Centralia, Kansas, Sarah, who mar. Albert Clark, Joshua, b. 1842, and discharged from the 8th Kansas Regiment, and Samuel and William. Samuel, jr., b. Feb. 28, 1814, in Sangerville, Me., and died in the spring of 1863; mar. first, Elizabeth Dickey of Amherst, N. H., second, Sarah E. Dickey, her sister, and third, Harriet Maria Edwards of Portland; children: Elizabeth, a music teacher in Lawrence; Mary, b. 1847, and lives in Lawrence; Frederick William, lives

in New Haven, Conn.; by a second wife had Edward Payson, and by a third wife Anna Burt, named for her grandmother in Portland. Anna Sanger, b. 1816, mar. Horace Hayward of Bangor, a shoe dealer, and resides in Fitchburg; children: Eugene Henry, Helen, mar. William Wallace, Horace Porter, Laura Goddard, Emma Cora, William Goddard, and Anna. Henry Leland Sewall, b. 1819, mar. Lucy, daughter of Josiah Hubbard of Lowell, and resides at Leavenworth, Kansas, with children Emma Cora and Frank. Catherine Marr, b. 1821, mar. Stephen Ayer in Cambridge, a carpenter, resides in Galesburg, Ill., and has child, Edward Henry. Harriet Newell, b. 1824, and died at the age of twenty-two years. Emeline Sophia, b. 1826, and d. Nov., 1860; mar. James W. Coverly of Boston, a bonnet dealer, who was shot in 1863; children: Emma Cora, Fanny Smart and James Mumpford. Myra Leland, b. 1829. Ellen Augusta, b. 1834, mar. Alexander McLane of Dorchester, bookkeeper for Burt Bros.

Mr. McLanathan's grandfather was Thomas, who came from Scotland when fourteen years old, with his father, and settled in Hardwick, where he died, aged 104 years. 'Thomas' wife was a Murray, daughter of Govern Murray, and during the Revolution returned to Scotland, taking the silver plate. Their children were Thomas, John, who settled in Hubbardston, and Rebecca.

Naomi Stickney says that their house was built about 1833 by William Stickney, her brother, who died here April 8, 1854. His widow Eliza, daughter of David and Lydia (Noble) Ricker, was born in Somersworth, N. H., before 1800. The house which formerly stood on this site belonged to Ephraim Corey, who went to the almshouse, and who had previously lived at Wood hill, at the corner near Bradley Pearson-Fox place. Corey's children were Oliver, Sally and Hannah. Henry W. Brown resides on Naomi's brother Abraham's place, which he built when she was born. The barn was built during the autumn of the September gale.

The children of Prince and Eunice Ames, the colored people, were: Peter, the ingenious blacksmith, who lived with Eben Rand, and married Patty, from Hudson,

H. ; Philip, who was crossing a bridge in care of an elephant when the bridge gave way, breaking his thigh, which was the cause of his death ; Nancy, left town ; George, went to Boston ; Alexander, went to sea ; James, whereabouts unknown ; Eunice and Lavinia, reside in Boston ; Sampson, accidentally killed by his brother while hunting ; Cyrus, probably dead. Prince, the father, was quite black, but the mother was a mulatto.

Ambrose Jones lives where Naomi's father lived from 1800-22, when he died ; then Joseph Kendall, son of Ephraim, was there until he died in 1825, and his widow went to Lowell about 1843, with one child Sarah, who was born before they came here. Then Jonas Lovering took the house until he went to Harvard. Before Mr. Jones came here, several Irish families occupied it. Naomi's father lived where Artemas Hardy now resides from 1824 to 1820, when John French of Tewksbury bought it and lived there until Samuel, son of Ephraim Kendall, died. The latter died in 1843, and two years later his widow left and soon died. Their son Walter, who married Abigail, daughter of John Chase, lived there until he died in 1857, and his widow remained there until 1859. A Mr. Nowell was there until 1862, and since the spring of 1863, Artemas, son of Micajah Hardy, has owned it and lived there alone.

Daniel Griffin lived in Artemas Hardy's house before Abraham Stickney went there. He had brothers, Joshua, who resided where Benjamin Dane now lives, and had wife Hannah, daughter of James Chandler ; Eldad, who lived in the house where Mr. Trow first resided, before he built his present house, and had wife Mary. Eben Trow and wife Priscilla resided in the old house that stood on Farmer's place. Alfred Holt, whose wife was Elissa Rogers, built Flynt's house about 1842.

Naomi's grandfather, Abraham Stickney, was born in Tewksbury, and he and his wife are buried in the Tewksbury Centre cemetery. He was a carpenter and wheelwright. Children : Abraham, Naomi's father, mar. a 3d, whose grandfather Kittredge kept a tavern at the time of the Revolution, and after living in Goffstown, he returned to Andover, he dying in 1822, aged sixty-

three years, and she in 1850, aged ninety-two years, four months; Mary, mar. Isaac Whittemore, in Tewksbury; Anna, mar. Oliver Baldwin, settled in South Tewksbury; James, died unmarried; Jerry, a physician, settled in Antrim, N. H. The children of Abraham and Abigail (Bell) Stickney: Benjamin, b. Goffstown, N. H., mar. first, Sarah Barnard, second, Lydia Bodwell; Isaac, mar. Eliza Quimby of Goffstown, where they reside, and have had Eliza and Elbridge; Abigail, mar. Benjamin Burt, lived in Hancock, N. H., and had Benjamin, Jacob, Abraham, William S. and Abigail Orthana; Sally, mar. Aaron, son of James Hardy of West Andover, settled in Greenfield, and had Elbridge, lives in Amherst, tavern-keeper, Almira, Albert, Abigail, Sarah Ann, Harriet Cordelia, and William Elmore; Abraham, mar. first, Mary Beard, settled where Brown resides, and had thirteen children, Mary Ann, who mar. William Goldsmith, Catherine, died unmarried, Edward Beard, mar. Hannah Dane, James Madison and Jane, twins, Lucelia Clark, William Henry, Louisa, Caroline Elizabeth, who mar. Arthur N. Bean, and Althena Gertrude, by second wife, Hannah Holt, had Abraham Elmore, John Adams, and Hannah, who mar. Henry Burt; William, b. 1793; Joseph, mar. Lucelia Clark; Zephaniah, who mar. in New York State; Elizabeth, mar. Herman Barnard; Mary, mar. a Symonds of Bennington; Naomi, b. 1805.

Loammi Holt lived where the widow of Benjamin Boynton now resides, before Benjamin Dane moved there. Samuel Blanchard, it is said, was the first person to be buried in the West Andover cemetery.

Called on William Bailey Lovejoy, who has resided here since April, 1844. His wife Mary Ann is daughter of Benjamin and Mary (Lovejoy) Clement, and was born in Andover, east of the Theological Seminary, where the widow of Timothy Holt afterward lived, in 1813. Her father was born in Plaistow, N. H., and her grandfather Clement was related to the Kimballs of Bradford and Haverhill. Mr. Lovejoy is a carpenter and works for the railroad. Children: Abby Ann, b. 1835, mar. John, son of Josiah Corner, a grocer in Lowell, b. Preston, Eng., 1838, came to America when four years old, and

children, Lottie Anna, b. 1859, George Preston, b. 1861; Josephine, died young; William Walter, b. 1837, in Co. B, 2d Mass. Regiment; Martha, b. 1839, mar. Daniel Abbott, son of Thomas P. and Lydia (Abbott) Knadall, b. Athens, Me., 1838, but the family was originally from Andover, he enlisted in the 33d Mass., but is now in Co. H, 3d Regiment Invalid Corps, and they have one child, Ella Lydia, b. Tewksbury, June, 1862; Benjamin Clement, b. Dracut, 1842, a wheelwright, now in the 1st Heavy Artillery; Newton, b. Dracut, 1843, d. July 9, 1863, soon after the severe engagement before Vicksburg, in Co. F, 13th U. S. Infantry; Calvin, died young; Wiley, b. 1846; Josephine, b. 1850; Calvin, b. 1852; Julia Faith, b. 1854; Elvira, died young.

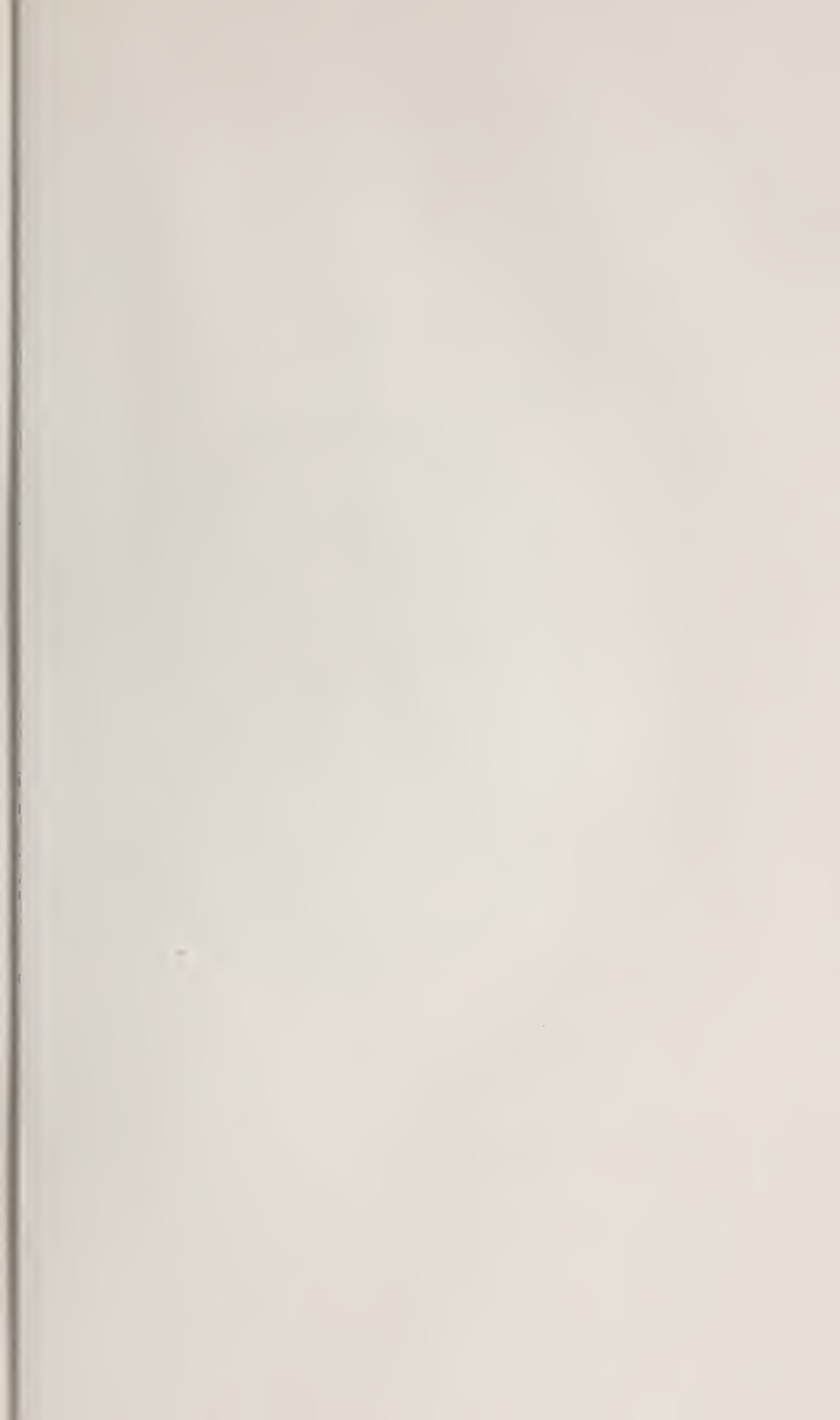
When W. Bailey Lovejoy first came to his house there were five Lombardy poplars in front of it. Cyrus Frye went from this house to Haverhill, and his father, who was blind about six years before he died in South Andover with his son Gilbert, resided where Goodell now lives.

On the south side, a few rods east, is the white cottage where Ballard Lovejoy has lived since Feb., 1835, having built the present house in 1843, a few feet southeast of the old one. Gideon Foster probably built the old house and resided in it. His oldest child was born where his father lives, and he then went to Brentwood, N. H., where he lived seven years, and then returned here. He is a farmer, and was born in 1804. His wife Pamelia is daughter of Aaron and Hannah (Richardson) Hood, who was born in Nashua, N. H., in 1805. Her mother's family of Richardsons lived in Hudson. Children: Angelina, b. 1829, mar. Edwin Herman, son of Herman and Elizabeth (Stickney) Barnard, who resides in South Andover, and has children, Edwin Lawrence, b. July, 1860, Frances Angeline, b. 1851, and Emma Jane, b. 1858; Albert Ballard, b. Jan., 1832, mar. Martha Matilda Child of Franklin, N. H., a currier of Woburn, and has children, Edward Fremont, b. Franklin, April, 1856, Nelson, b. Woburn, Nov., 1861; Mary Jane, b. Oct., 1833, mar. John, son of Samuel and Betsey Gilchrist, b. 1833, painter in Woburn, now in Co. K, 39th Mass. Regiment,

and has children, Frank Webster, b. April, 1858, and Ella Francelia, b. May, 1860; George Whitfield, b. 1835, a carriage maker, was in Co. A, 44th Mass. Regiment, mar. Emma F., daughter of Brimsley and Mary (Noyes) Stevens, b. 1840; Harriet, b. Mar., 1838.

John Fielding has resided here since March, 1840, when John Goldsmith left the house that Mr. Fielding had of widow Moren. James Dane built the north part of the house and Fielding built the remainder. He is son of James and Mary (Wood) Fielding, born at Bolton La Moors, Lancaster Co., England, in 1787, and came to America in 1818. He lived in Rhode Island ten years, then Haverhill three years. His wife Esther B. is daughter of Martin and Esther (Bullock) Horton, born in Rehoboth in 1803. Children: Catherine, died young; Mary, b. 1829, mar. first, Barker Brown of Boxford, and had one child, John, mar. second, Michael Ryan, and lives in Lawrence; George Washington, machinist, was in 35th Mass. Regiment, mar. Hannah, daughter of Brimsley and Mary (Noyes) Stevens, and has George Herbert, b. Lynn, 1860; Victoria, b. 1828, mar. William O. Barnicoat of Boston, who is in the sewing machine business in South America; Hannah, b. March, 1842; Rebecca, b. Aug., 1844, in Haverhill. Mr. Fielding married, first, Mary, daughter of Samuel and Elizabeth (Entwisle) Bromley of Bolton, Eng., who died Dec. 14, 1824, aged thirty-seven years. Children by this marriage: Esther who lives in Biddeford, Me., mar. Seth Crowell, and has Mary, Esther, Delina, Seth, Theodore, Helen, and Celestina; Betsey and Mary, died young; Ellen, mar. James, son of Ward Eaton in Haverhill, lives in Bradford, and has George, who is in the 17th Mass. Regiment, Abby and Mary; John, mar. Mary Frances Eastman of Effingham, N. H., a machinist, resides in Lawrence, and has Mary and Ellen.

(To be continued.)





CAPT. JOHN LEE
1738-1812

From a miniature owned by Miss Sarah Dearborn.

THE LEE FAMILY OF MARBLEHEAD.

BY THOMAS AMORY LEE.

(Continued from Volume LII, page 344.)

Children, all born in Manchester :

AARON, b. Jan. 10, 1751-2.

JEREMIAH, b. July 25, 1753; d. April 23, 1800; probably m.
at Marblehead, July 18, 1776, Durenda Andrews. No issue,
and d. before 1806.

LYDIA, b. Feb. 29, 1756; d. Dec. 27, 1841; m. Feb. 15, 1776,
Capt. George Girdler, b. 1757, died before 1811. Children: (1)
Elizabeth, b. Oct. 26, 1781, m. Simeon Haskell, Sept. 5,
1802, had 5 chn.; (2) George, b. Sept. 10, 1789, m. March 29,
1812, Annis Lee, b. May 11, 1790, dau. Winthrop and Lucy
(Danford) Lee, had Lucy Ann Lee, b. March 9, 1814, m.
Nov. 26, 1834, George B. Tucker of Lynn; (3) James, b. Nov.
29, 1793; (4) John, b. Jan. 10, 1797; (5) Lydia, b. Aug. 27,
1778, m. Dec. 4, 1798, Stephen Danford, had 8 chn.

ELISABETH, bp. April 3, 1760; d. Sept. 3, 1760.

ELIZABETH, b. June 8, 1762; m. Dec. 10, 1789, Nathaniel Mars-
ters Allen, s. Samuell and Sarah, b. Nov. 3, 1767; Ch. (1)
Nathaniel, b. May 14, 1795, d. Sept. 7, 1814; (2) Samuel, b.
Feb. 7, 1799; (3) Sarah, b. Feb. 2, 1791; (4) Lydia, b. Dec.
18, 1791; (5) Elizabeth, b. Jan. 22, 1793.

NATHANIEL (twin), b. Dec. 27, 1764.

REBECCA (twin), b. Dec. 27, 1764; d. 1765, aged 10 or 12 days.

REBECCA, b. Oct. 5, 1773; d. Oct. 12, 1775.

JAMES, b. Nov. 11, 1766; d. "July 10, about Two a Clock in
the afternoon, by a sudden Lurch of The Vesell as he was
a handing the four sail in the year 1786."*

4. JAMES LEE, son of Capt. Nathaniel and Elizabeth
(Banet) Lee, was born Feb. 3, 1734-5, in Manchester and
died in Halifax goal,* last of July, 1781. He was a private

* Manchester Vital Records.

in Capt. Andrew Marster's company, which marched for Concord in April, 1775, but returned when they heard of the British defeat, going only to Medford. Of this company of 45, five were Lees. He again enlisted in the Continental army in 1777. He enlisted a third time on July 20, 1780, apparently in General Glover's brigade, under the command of Capt. Benjamin Warren. He is described as "age 45 years, stature 5 ft. 2 in., complexion dark," exhibiting the usual family characteristics. He was captured by the British, confined in jail at Halifax, and died there.

James Lee owned at least one slave, as the following advertisement in the Essex Gazette for 1768 shows :

"To be sold for want of Employ, a likely, strong, and remarkably healthy Negro girl between 11 and 12 years of age. She is well acquainted with the business of a family and can knit, spin, sew, etc. For further particulars enquire of James Lee, Manchester."

He married Jan. 28, 1757, at Hampton, Mistress Deborah Lee, his first cousin, daughter of Capt. Samuel and Deborah (Hill) Lee. (See No. 20.) She married, second, Dec. 21, 1788, William Hazeltine of Beverly.

Child, born in Manchester :

DEBORAH, b. July 1, 1772; m. Mar. 11, 1792, Rev. Thomas Worcester of New Salisbury, N. H., b. Hollis, N. H., Nov. 22, 1768; d. Dec. 24, 1831; brother of Rev. Noah Worcester, D. D. Rev. Thomas Worcester was ordained at Salisbury, N. H., Nov. 9, 1791, and dismissed April 20, 1823, on account of his Unitarian sympathies. Dartmouth conferred the honorary A. M. upon him in 1806. He published several religious works. The family has had several distinguished clergymen, among others Rev. Thomas Worcester, D. D., and Rev. Samuel Melancthon Worcester. No children. His widow m., 2d, Dea. Pettingell of Salisbury.

25. LIEUT. ANDREW LEE, son of John, 3d, and Abigail (Woodbury) Lee, was born in Manchester, May 5, 1744, and died there of old age and asthma, Sept. 3, 1824. He married Dec. 25, 1765, Priscilla Allen, who died May 12, 1808, aged 65 years, apparently without issue. In July, 1775, he was chosen second lieutenant of the mili-

ary company stationed at Manchester, previous to which he had been sergeant in Capt. Andrew Marster's company which marched for Boston on the Lexington alarm. There was an Andrew Lee on the ship "Thorn," owned by Col. Wm. Raymond Lee, Capt. Richard Cowell, master, in 1780, described as 5 feet 4 inches tall and of dark complexion. I think it probable that Lieut. Andrew Lee was prize master of the ship "Franklin," Capt. John Turner, Dec. 2, 1780, and he is there described as of dark complexion, of Manchester, and 27 years old. He was a constable in 1777, and on the committee to seat the meeting house. In 1778 he was warden and on "a committee of coraspondance, safety, and Enspect." In 1769 he paid a tax of £1. He was a master mariner, and appears in the probate records as Capt. Andrew Lee.* He left a homestead, house, barn, and over 60 acres of land, Nathaniel Lee (his brother) being his nearest relative.

26. CAPT. SEAWARD LEE, son of Capt. Seaward and Ruth (Lee) Lee, a Revolutionary officer, was born in Marblehead, Aug. 16, 1752, and died in the West Indies, Aug. 2, 1794. He enlisted April 24, 1775, was recommended for an ensign's commission in Capt. William Bacon's company, Glover's regiment, June 22, 1775. He served as second lieutenant in Capt. Bond's company (14th Continental) in 1776. In 1780 he served as an officer of marines on board the ship "Resource," commanded by Capt. Israel Thorndike. Capt. Seaward Lee was 5 feet 7 inches tall, and of a light complexion. He was master of the "Active," 1789, the "William," 1792, and the "Essex," 1793, all owned by Hon. William Gray of Salem. He married at Beverly, Feb. 5, 1778, Joanna Thorndike, who died of dropsy, April 1, 1830, aged 72 years. He removed to Beverly in 1778, and spent the rest of his life there. His will† disposed of over \$10,000, including silver plate, etc.

Children, born in Beverly :

RUTH, b. Dec. 26, 1778; m., Dec. 19, 1802, Capt. William Leech, jr.; living in 1835.

*Essex Probate Files, No. 16,590.

†Essex Probate Files, No. 16,612.

LARKIN THORNDIKE (Capt.), b. Sept. 13, 1782; d. of anxiety on his passage from Africa; buried Aug. 2, 1825. He m., May 29, 1804, Elizabeth Lovett. Children: (1) Larkin Thorndike, b. May 7, 1810, d. Nov. 3, 1858, master mariner,* m. May 3, 1835, Elizabeth Lakeman Abbot. Had: (a) Catherine Fay, b. Sept. 14, 1837, alive, unm., 1860; (b) Larkin Thorndike, b. Aug. 6, 1839, alive 1860; (2) Robert Nicholson, b. Dec. 12, 1811, d. before 1819; (3) Elisabeth Lovett, b. Mar. 16, 1813, m. Mar. 27, 1836, John W. Davis of Boston; (4) Samuel Lovett, b. Nov. 26, 1815 (Samuel P. Lovett was his guardian in 1827), d. 1850, m. int. Dec. 8, 1839, Lucy Obear Woodberry. He was a cordwainer. Chn.: (a) Josiah Raymond, b. Nov. 25, 1840, (b) Samuel Ober, b. June 13, 1842, (c) Jeremiah Thorndike, b. Nov., 1844, (d) Larkin Woodberry, b. July 9, 1846, (e) Frederic, b. 1846-50; (5) Robert Nicholson, b. Dec. 12, 1819 (ward† of Samuel P. Lovett, 1827), cordwainer, m. Dec. 7, 1848, prob. Lucy Ann Edwards. Had: Mary Edwards, b. Sept. 1, 1849; (6) Jeremiah Thorndike, b. Jan. 19, 1822 (ward of Samuel P. Lovett, 1825). See administration of Capt. Larkin T. Lee.‡ ‡ of a brig, china, silver, English and French books, mahogany, gold watch, etc., are mentioned in the inventory, as well as the dwelling house, etc.

CHARLOTTE, b. Feb. 17, 1782; m. Dec. 2, 1802, John Lovett, 2d.

SEAWARD, b. Feb. 15, 1784; d. Sept. 26, 1861; housewright; administrator of his mother's will, 1835;§ m. 1st, June 7, 1807, Nancy Johnson, who d. May 9, 1847, ae. 60 y.; m. 2d, Abigail P.—. Chn.: (1) Nancy, b. Dec. 26, 1807, m. Gilbert T. Hawes; (2) Susan Cassing, b. Jan. 14, 1817, d. by 1861; (3) Seaward G., b. Jan. 14, 1817, living 1861; (4) Hannah L., b. Sept. 29, 1820, d. by 1861.

JOHN, b. Jan. 25, 1786; d. April 14, 1826, "suddenly at the hospital at Charlestown."

ROBERT NICHOLSON, b. May 31, 1788; d. at Sackett's Harbor, Lake Ontario; bur. at Fort George, Sept. 11, 1813. He was a mariner.

BETSEY,|| b. March 19, 1791; d. unm. Dec. 18, 1877, in Beverly.

MARTHA, b. Jan. 24, 1793; m. Oct. 22, 1822, Thomas Pickard; d. by 1835. Had: Abigail, alive 1835.

*Essex Probate Files, No. 45,173.

†Essex Probate Files, No. 16,652.

‡Essex Probate Files, No. 16,630.

§Essex Probate Files, No. 16,612.

||For obituary, see Beverly Citizen, Dec. 22, 1877.

NICHOLAS THORNDIKE? (Capt.); m. April 22, 1827, Sarah Lendall, both of Danvers, and had: (1) Nicholas Thorndike, b. in Manchester, Feb. 19, 1828; (2) Joseph Lendall, b. in Manchester, Nov. 9, 1829, d. Dec., 1861, m. Ann E.— (probably Rust); chn.: (a) Charlotte Annette, living 1861; (b) Ella Josephine, living 1861.

27. CAPT. JOHN LEE, son of Downing and Hannah (Stone) Lee, was born in Manchester, April 12, 1761, and died there Dec. 29, 1796. He was a master mariner, and probably saw service on board the brigantine "Massachusetts," Capt. John Fiske, during the Revolution. He married Sept. 12, 1782, Mrs. Elizabeth Girdler.

Children, born in Manchester :

JOHN, b. Dec. 3, 1782.

RICHARD, b. Sept. 3, 1784.

ELIZABETH, b. Oct. 28, 1787.

39 ANDREW, b. Sept. 1, 1790; d. Oct. 26, 1841.

28. CAPT. ISAAC LEE, JR., son of Capt. Isaac and Rachel (Hooper) Lee, was born in Manchester, Oct. 11, 1761, and died there in 1840. He was a master mariner and was a Revolutionary soldier, and perhaps also was in the War of 1812. He married, Dec. 18, 1783, Mrs. Rachel Allen.

"Mrs. Rachel Lee, 99 years, 8 months, died in Manchester, May 15, 1862, widow of Isaac Lee, Jr., and daughter of Stephen and Elizabeth Allen, and was born in Beverly, Sept. 16, 1762. Her husband was a Revolutionary soldier, volunteering at the age of 14 years at Bunker Hill, and died Aug. 9, 1842, after 56 years of married life. She had 8 children, 6 living, whose united ages are 458 years; 45 grandchildren, 18 now living; 69 great-grandchildren, 44 now living; 1 grandchild and 2 great-children were in the Civil War. She had all of her faculties except for deafness, and wore no glasses until a few years ago. She rode to Gloucester and back on her 99th birthday, etc."—*Biographical Clippings, Essex Institute, v. 5, p. 131.*

Children, born in Manchester :

RACHEL, b. Dec. 5, 1787; m. prob. May 14, 1809, Caleb Knowlton, and perhaps had, Sargent, b. Oct. 5, 1808.

40. ISAAC, b. Nov. 11, 1790; d. Jan. 29, 1875.

ELIZABETH, b. Aug. 24, 1793.

JOHN, b. Sept. 25, 1795.

DAVID, b. Feb. 21, 1798.

MAHALA, b. Aug. 1, 1800; m. int. Aug. 22, 1819, Daniel Bayier.

POLLY, b. May 11, 1803.

29. CAPT. JOHN LEE, master mariner, son of Capt. Isaac and Rachel (Hooper) Lee, was born July 20, 1773, and died July 16, 1833. He married Feb. 8, 1798, Martha (Patty) Crafts, who was born Sept. 26, 1778, and died May 1, 1860, daughter of Col. Eleazer and Elizabeth (Sample) Crafts. Col. Crafts was a brother of Capt. Benjamin Crafts*, who married Anna Lee in 1760. Mistress Martha Lee was a woman of great force of character, as was her mother. She was one of the four women who founded the Sunday school in Manchester. Mrs. Lee compiled one of the memorials of Edward Lee, and also helped to prepare for publication the journals of her father and uncle, Col. Eleazer and Capt. Benjamin Crafts. Capt. John Lee† was a selectman in 1821. His grounds were usually used by the circus when it came to Manchester. His portrait was apparently painted and left to Rev. R. Taylor. They had no children. Mrs. Lee left in her will‡ \$3,400 to various charities, legacies to the heirs of her late sister, Elizabeth Leach, nieces Dorothy Burgess and Mary Hilton, widow, John Craft, son of my late brother Eleazer C., nieces Jane B. Holm and Rachel Lee Strong, nephew Isaac Lee and his son Daniel Webster Lee, niece Laura Lee Larcom, nephew William Hooper, sister Sally Ann, daughters of my late sister Abigail Smith, sister Elizabeth, widow of my late brother David Craft, sister Sally Allen's daughter.

30. ASA LEE, son of Capt. Nehemiah and Sarah (Tewksbury) Lee, was born in Manchester, May 19, 1769, and died Feb. '20, 1848, in St. Johnsbury, Vt. He was

*See Essex Institute Hist. Colls., vol. 6, p. 181.

†See "Last Days of Capt. John Lee, nephew of Edward Lee," Sailor's Magazine, Oct., 1835. Also covers to Tract 379, Am. Tract Soc'y, "Some Memorials of Edward Lee."

‡Essex Probate Files, No. 45,176.

married at Moultonborough, N. H., Feb. 24, 1794, to Prudence, daughter of Samuel and Lydia (Webster) Summings, by Rev. Jeremiah Shaw. He was a farmer, and his farm remained in the family over seventy years. He was also a brickmaker, and came to St. Johnsbury in 1791 from Charlestown, N. H., to build the old fireplace chimneys for the first settlers.

Children, born in St. Johnsbury, Vt. :

TIRZAH C., b. July 10, 1796; d. Aug. 28, 1856; m. May 8, 1832, Shalor Buell. She was principal of the Burlington Female Seminary in 1841. Chn.: (1) Dene Barton, b. June 4, 1833; (2) Daniel Emery, b. Mar. 30, 1835.

LUCY, b. Jan. 29, 1798; d. Jan. 14, 1843; m. Dec. 22, 1816, Richard Chaplin. Chn.: (1) Richard; (2) Samuel; (3) Daniel; (4) Lydia.

SAMUEL C., b. Aug. 22, 1799; d. Aug. 26, 1804,

DEBORAH, b. Feb. 22, 1802; d. Jan. 14, 1851; m. Dec. 21, 1845, George Gould.

DAVID W., b. April 8, 1804; d. Sept. 11, 1883; m. Oct. 15, 1828, at Moultonborough, N. H., Sally Stiles. Chn.: (1) Ann Maria, b. March 13, 1836, m. Jan. 1, 1868, Willard Chase of Green Pass, Oregon, d. June 2, 1915; (2) Richard Henry, b. Jan. 9, 1839, d. Jan. 18, 1910, m. 1st, Lavina Richardson, m. 2d, Dec. 22, 1869, Martha E. Carpenter; (3) Horace Stiles, b. Oct. 11, 1840, d. Jan. 10, 1896, m. Oct. 2, 1859, Ellen Bagley, had 2 daus.; (4) Edward Everett, b. July —, 1843, d. Aug. —, 1843.

ESTHERLINDA, b. Aug. 23, 1806; d. July 11, 1850; m. Mar. 28, 1841, George G. Dorrance of Wis. She graduated from Newbury Seminary in 1836, and went by stage, Erie Canal, ox team, and on foot, to Green Bay, Wis. Territory, where she was for some years a missionary to the Indians. Chn.: (1) Esther; (2) Ralph, served in the Civil War; (3) Cyrus; (4) Mary.

1. ASA C., b. Dec. 14, 1808; d. Feb. 23, 1874.

SUSAN W., b. Jan. 20, 1812; d. Jan. 20, 1897, unm.

PRUDENCE S., b. Nov. 15, 1814; d. June 29, 1874; m. Dec. 21, 1843, Rev. Lyman Farnham, a Methodist minister. There was issue.

2. RALPH E., b. Sept. 26, 1818; d. Oct. 6, 1886.

31. LIEUT. JOHN LEE, son of Capt. Nehemiah and Sarah (Tewksbury) Lee, was born in Moultonborough,

N. H., Feb. 9, 1777, and died at Waterford, Vt., March 19, 1861. He married, Feb. 21, 1802, Lydia Blake, who was born July 11, 1780, and died March 3, 1864. She was the daughter of Paul Blake, a Revolutionary soldier, and his wife Elizabeth, who died Oct. 16, 1841, aged 91 years. Lieutenant Lee served in the War of 1812 as a lieutenant.* He was the founder of "Leighurst" at Waterford in 1801, now owned by his grandson, Rev. Edward P. Lee.

Children :

ELIZA, b. Dec. 26, 1802, at Waterford, Vt.; d. in Minnesota, June 17, 1874; m. May 20, 1825, Silas Gaskell; 7 chn.; went to Minn. in 1850.

LYDIA, b. Aug. 24, 1804; d. at St. Johnsbury, Vt., Feb. 12, 1843; m. May 16, 1833, Nathan Stone; 4 chn.

43. NATHANIEL, b. Aug. 7, 1806; d. Feb. 18, 1885.

SOPHRONIA, b. June 24, 1811; d. at St. Johnsbury, Vt., Sept. 26, 1899; m. Dec. 18, 1834, Calvin Morrill; 4 chn.

ANA, b. June 2, 1819; d. June 2, 1819.

JOHN, b. Mar. 24, 1823; d. Mar. 24, 1823.

32. CAPT. HENRY LEE, son of Capt. Samuel and Lydia Lee, was born Oct. 26, 1766, and died Jan. 11, 1844. He married at Salem, Aug. 10, 1788, Hannah, daughter of Joseph and Lois Hibbard, born 1762, died Oct. 11, 1849. She was a sister of Capt. Jeremiah Hibbert, who married Martha Lee, first cousin of Capt. Henry Lee. Captain Lee saw service in the War of 1812, as a sailor on the schooner "Lion", which was taken by the English vessel "Blonde", but recaptured by an American ship. William Tuck, Captain Lee's brother-in-law, was captain of the "Lion".

As a young man he made voyages abroad, and on the return from a trip to England he was shipwrecked. All stayed aboard the disabled vessel until rescued, but they ran out of provisions, and had only rats to eat at the last. Rev. William Bentley, D. D., records in his Diary, July 26, 1801, "Capt. Lee of Manchester bitten by a rattlesnake in the woods of that Town. The swelling was instant in the leg and in the tongue. By the Bath

*Statement of Col. John R. Lee.

and oil he had relief and our hopes are increased." He recovered after various remedies were used, such as fresh earth, baths of warm milk and application of pelts from a newly killed sheep."*

Captain Lee's marriage was a gala event. It took place in Salem, at the residence of Gen. John Fiske, whose wife was not only the bride's sister-in-law, but also her father's first cousin. After the wedding the couple were escorted from Salem to their home in Manchester by a mounted cavalcade. They had some very fine pieces of silver, some of it heirlooms, which were divided in 1845, after his death. Captain Lee had two Lee coats of arms upon his walls, and also a Hibbert coat of arms. He also owned the "Lee Genealogy" on parchment. He was "a very fine old gentleman of the old school,"† and wore the colonial costume until his death, dressing his hair in a queue. His eyes were very blue and his manners formal and courtly. His wife always would iron the ruffles of his ruffled shirt bosom, after one of the servants, who had been a slave of Captain Lee's father, usually "Black Bary," had ironed the body of the shirt. Captain Lee was rather plump, with a very fine complexion, which was produced, he said, by an application of the best brandy after bathing, forgetting to say whether externally or internally.

Madame Lee was tall, slender and black eyed. She was spirited and proud, and has been described as "a proud, imperious dame, who preserved all the Lee traditions."† She was fond of living on a large scale. At Thanksgiving, for example, there were always at least one hundred pies baked, and other things in proportion. Madame Lee was fond of good clothing, and on the first Sunday after her wedding went to church in the handsomest costume that Manchester had ever seen, including among other items a scarlet silk coat. She had a quick wit, and when told by the village gossip, "We are all made of the same clay, Mrs. Lee," she at once retorted, "Yes, but some are china bowls and others earthen pans."

*Lamson's History of Manchester, 353, note 1.

†The Lees of Marblehead (MS.), Mrs. H. F. Parker.

Captain and Mrs. Lee were very hospitable people and seem to have exercised considerable influence as the local gentry of the town. He had a famous law suit in 1789, when he brought ejectment against Henry Gallison, Esq., son of Col. John Gallison, who married Abigail, daughter of Samuel Lee, Esq., (No. 9), administrator of his father's estate, for five out of fifteen pieces of land, both parties claiming under the will of Samuel Lee, Esq., who had died thirty-six years before. The suit lasted about ten years, and was very important on account of the large amounts at stake, between £2,000 and £3,000 and interest for forty-five years. Captain Lee finally won his suit.* He was selectman in 1805, 1806, 1807, 1812, 1815 and 1816.

Children, born in Manchester :

LYDIA, b. Oct. 15, 1790; living 1849; m. June 12, 1808, Capt. John Knight of Manchester, b. prob. Dec. 16, 1780, s. of John and Susannah Allen Knight. Chn. : (1) Lydia, b. Nov. 6, 1808, m. July 27, 1827, Augustus W. Smith, b. April 6, 1806, s. Burley and Mary (Allen), of Rochester, N. Y., 5 chn.; (2) John, jr., b. Jan. 29, 1810, m. (int.) April 6, 1837, Harriet Perkins of Salem, b. July 31, 1814, d. Oct. 20, 1849, 5 chn.; (3) Henry, b. Nov. 15, 1811, m. Oct. 30, 1834, Martha Lee Crafts, b. May 17, 1813, dau. Capt. David and Elizabeth (Girdler), 4 chn.; (4) Harriot, b. Jan. 23, 1814, d. Nov. 13, 1822; (5) Samuel, b. Oct. 23, 1818; (6) George Washington, b. Feb. 22, 1821; (7) Edward, b. Nov. 29, 1824; (8) Charles Augustus, b. June 12, 1833. Augustus S. Knight, A. B. (H. C.), 1887, M. D., 1891, of N. Y., who owns a Lee and a Hibberd coat of arms formerly belonging to Capt. Henry Lee, is a descendant.

HANNAH, b. Mar. 6, 1793; d. Mar. 4, 1834; m. July 19, 1812, Capt. Issacher Marsters, who m. 2d (int.) April 17, 1836, Eleanor B. Marshall of Salem. Children : (1) Hannah Lee, b. June 4, 1815, m. June 13, 1835, Joseph Wood of Lynn; (2) Loisa Lee, b. May 5, 1818, m. June 16, 1839, William Decker, 3 chn.; (3) Caroline, b. May 7, 1821, m. Nov. 28, 1844, Leonard C. Foss, 1 ch.; (4) John Coffin Jones, bp. Mar. 27, 1824; (5) Harriot Allen, bp. July 6, 1828, m. Dec. 31, 1846, Robert B. Fitts of Boston; chn. : (a) Henry Lee; (b) Harriet F., m. Creighton W. Parker, and have Margaret Lee (Mrs. Parker is author of the Bronsdon, Box Family,

*Dane's Abridgment, vol. II, p. 252.

and has done much work on the Lee family, much of the material in this paper being drawn from her notes);* (6) Henrietta L., bp. June 19, 1831; (7) Issacher Woodbury, b. July 21, 1833, who graduated M. D. from Harvard, and was an officer in the Civil War.

HARRIOT PUTNAM, b. Mar. 20, 1795; d. May 16, 1844; m. Mar. 19, 1815, William Allen, jr., b. Sept. 11, 1785, d. May 25, 1862. Chn.: (1) Harriot Lee, b. Mar. 28, 1816, d. May 3, 1819; (2) William Henry, b. July 14, 1818, d. Dec. 7, 1886, m. Jan. 21, 1846, Abigail Pickard of Beverly, 4 chn.; (3) Charlotte Proctor, b. Mar. 8, 1826, alive 1916, m. May 3, 1847, J. Stanwood Dodge of Hamilton, b. May 20, 1821, d. June 10, 1891, a brother of the well known "Gail" Hamilton, 5 chn.; (4) Edward Pitman, b. Sept. 8, 1830, d. June 20, 1863, unm.; (5) George Franklin, b. Oct. 21, 1840.

LOIS HIBBERT, b. Jan. 21, 1799; d. Aug. 14, 1847; m. Nov. 5, 1822, Larkin Woodberry†; 4 chn.

MARY [HERBERT], b. July 12, 1800; d. unm., Jan. 15, 1853, at Manchester.

HENRIETTA, b. Oct. 13, 1803; m. Oct. 1, 1828, Samuel O. Boardman. Chn.: (1) Charles Currier, b. Oct. 23, 1831; (2) unnamed child, d. Sept. 19, 1838.

HENRY FRANKLIN, b. Dec. 23, 1807.

ANNA FISKE, b. Oct. 4, 1796; d. before 1844; m. March 4, 1819, Jonathan D. Phillips of Lynn.

33. CAPT. JOHN LEE, son of Col. John and Joanna (Raymond) Lee, was born in Manchester, May 16, 1738, and died May 26, 1812, on his farm at Andover. He married, first, Nov. 4, 1765, at Boston, Sybella Cailleteau, nee Breck, of the well known Boston Brecks, widow of Edward Cailleteau. She died Sept. 10, 1778, and he married, second, May 5, 1779, at Newburyport, Hannah Greenleaf, widow of Simon Greenleaf, and daughter of Col. John Osgood of Andover. She was born Nov. 6, 1754, and died Nov. 6, 1827, at Manchester.

Captain John Lee was one of the most daring sailors of the Revolution. "He entered the merchant service as mariner at an early age, and having become a captain when hostilities commenced, took command of a privateer

*The Lees of Marblehead (MS.), Mrs. H. F. Parker.

†For sketch of Larkin Woodberry, see Lamson's History of Manchester, p. 334.

of which he was part owner, and continued in that service during most of the war."* He commanded a number of privateers, among them the schooner "Hawk," in 1776, the brigantine "Nancy," in 1777, the brig "Tom," in 1779, and the ship "Grand Monarch," in 1781. "Early in the spring of 1776, Capt. John Lee, of Marblehead, was commissioned commander of the privateer "Nancy," a small vessel carrying six guns. One afternoon, just before night, he discovered a heavy armed merchantman, which, though much larger than his own vessel, he resolved to capture. The "Nancy" was so low in the water that she was not discovered by the enemy. As soon as the night became sufficiently dark, Lee sailed up to the ship, having extended indistinct lights beyond the bowsprit and from the stern of his vessel, which gave her the appearance of great length. The English captain, thinking it idle to contend with a force so much superior to his own, as he thought her from this stratagem, struck his colors. His men were sent on board Captain Lee's small vessel in boat-loads, and were easily secured. The captain was among the last to leave the ship, and when he stepped upon the deck of the schooner and saw how he had been deceived, he attempted to kill himself. He was prevented by Captain Lee, who, by courteous and gentle treatment, endeavored to soothe his wounded feelings."† This exploit is related in Allen‡ as having been accomplished with six iron guns and some wooden ones.

"About the 1st of October, 1776, the letter of marque schooner "Hawk," Captain John Lee of Newburyport, arrived at Bilbao in Spain, having captured five English vessels, which she sent back to America, keeping some of the prisoners. These prisoners entered a protest through the British consul at Bilbao. Captain Lee was accused of piracy, and with his vessel and crew was detained in port.§ Deane having made application in his behalf to

*Dearborn's Life of Col. Wm. R. Lee (MS.), p. 19.

†Roads' Marblehead, p. 198.

‡American Biographical Dictionary, p. 518.

§Wharton's Rev. Diplomatic Correspondence, v. II, pp. 174, 175, 195.

rennes, the French government interceded with
 n, with the result that the 'Hawke' was released."*
 Captain Lee returned to America and he was soon heard
 gain. "Captain Lee of Newburyport, who had been
 igned with piracy at Bilbao the year before, sent safely
 t port a vessel which was said to be the most valuable
 ie taken during the war up to that time."† Of this
 ie General Heath wrote to Washington, dated Boston,
 ur 16, 1777: "A vallueable prize is sent into New-
 ur Port taken by Capt. Lee brother to Col^o Lee. The
 ie has sundry articles of clothing on board, both linnen
 n woollen, together with liquors, provisions, etc."‡
 Captain Lee was quite active and sent in a number of
 es, captured near and far. Captain Philip Besom, in
 Narrative of a Privateersman,§ says: "On my return
 n that cruize I went on board the brig 'Fanny,' of
 guns, Captain Lee, and captured on the Banks of
 yfoundland, after a severe engagement, an English
 o of 14 guns, the captain of which we killed. Wa
 oyed 15 Newfoundland fishermen, and proceeded to
 ise in the channel of England, where we captured a
 nch brig laden with English goods. I was put on
 ord of her as prize-master and succeeded in getting her
 o Marblehead. The privateer afterwards went on
 re in Mount's Bay, and the crew were taken prisoners
 n sent to Mill Prison [1777].

During this cruise Lee captured thirteen prizes, which
 ve sent into the port of Bilbao in Spain. The last of
 he he followed, in order to superintend the trial, con-
 demnation and sale of the vessels and cargoes, and to
 air his own vessel. After refitting, he sailed into the
 British Channel on a cruise, and was chased by the flag-
 ho of Admiral Jarvis. Captain Lee made every effort
 ncrease the speed of his vessel by throwing his guns
 n other heavy ordnance overboard; but, finding it im-
 possible to escape, ran her on shore. The wreck was
 immediately surrounded by the boats of the ship, and

Allen's Naval History of the Revolution, v. I, pp. 254 and 279.

Boston Gazette, Sept. 8, 1777.

Mass. Hist. Soc. Colls., 7th series, v. 4, p. 130.

Mass. Hist. Soc. Proceedings, 1st series, v. 5, p. 357.

the officers and crew were captured and ultimately landed in England and sent to Forton prison, where Captain Lee was confined more than three years, with several thousand of his countrymen and a great number of French seamen. During the whole period of his detention he suffered the most rigorous and cruel treatment. As the cells in which he was confined were damp and cold, the provisions scanty and of the meanest kind, and as neither bed nor clothing were furnished, sufficient to protect him from the deleterious effects of his comfortless position, and not being able to purchase even wearing apparel, his constitution, though vigorous, was very seriously impaired. Three times, with a few companions in misery, he attempted to effect an escape, but being detected, was confined in the 'Black Hole,' a small, dark, filthy and comfortless apartment, as a punishment for their bold and desperate efforts, where their sufferings were rendered still more horrible. [It is odd that Gen. W. R. Lee, the grandson of Capt. Lee's brother, Col. W. R. Lee; should also have been confined during the Rebellion in a "Black Hole," as a hostage and in danger of being hanged.]

"When again allowed the range of the larger apartments and yard of the prison, as was customary during the day and evening until nine o'clock, he was informed one morning by an officer that there was a person at the fort who wished and had been authorized to have an interview with him. On going to the entrance he found a plainly dressed gentleman, who, as soon as he presented himself, asked, 'Are you Captain John Lee of Marblehead?' and being answered in the affirmative, presented to Captain Lee a purse containing seventy-five guineas. Captain Lee asked in astonishment to whom he was indebted for this most acceptable and generous present. 'No matter,' was the answer, and then the gentleman observed, 'With a part of these funds purchase or procure in some manner a complete suit of uniform like those worn by the soldiers of the guard, and this evening place yourself in some obscure corner or position, whence, when they go the rounds, you can unperceived fall into the ranks and come out into the yard. But as there are sentinels who must be passed before you reach the

secret, the countersign will be required,' which was then whispered in his ear, and the unknown gentleman disappeared.

During the day, by airing his gold freely and adroitly Captain Lee was enabled to procure the required dress, and following the instructions which he had received, he fell into the ranks as the guard passed through the prison and soon reached the yard, and making use of the countersign, arrived at the outer gate, but not without great trepidation, for while the sentry was unlocking the wicket, which required some minutes, he feared a discovery might be made and alarm given before he could get out, and thus render the attempt abortive. When he got into the street he knew not where to go or what to do, it being very dark, the road unknown to him, and not a single person in that vicinity with whom he was acquainted. While he was endeavoring to come to some decision in this perplexing dilemma, the gentleman who gave him the money came up, took him by the hand, and congratulating him upon his good fortune, conducted him to a post chaise which was drawn up at a little distance, then wishing him a safe return to America, was about to leave, when Captain Lee again asked to whom he was indebted for such a kind and generous act. He answered, 'No matter, the driver has been instructed where to carry you. Farewell, God bless you.'

'Captain Lee was conveyed to the seacoast, there embarked upon a small vessel, and in three days reached a French port, where he took passage for America, and in forty-five days after leaving Forton prison he arrived at his own home in Marblehead. Having given an account of the remarkable manner in which his escape had been effected to his brother, Col. William Raymond Lee, he observed that he had the greatest anxiety to know who the gentleman could have been and what his motives were for his very friendly and all important assistance. Col. Lee replied, 'I can inform you. When General Burgoyne and his army arrived in Cambridge as prisoners of war, I held the command of the troops which were stationed there as a guard, and for several months previous to his departure for England. Upon waiting upon him to take

leave on the day of his departure, he thanked me for the honourable and gentlemanly manner in which I had treated him and his officers, and wished to know whether there was anything which he could do for me when he reached England. I informed him that I had a brother who commanded a privateer, was captured and had been confined for three years in Forton prison, and being entirely without funds, I should consider it a great favor if he would take charge of seventy-five guineas and cause them to be delivered to him on his arrival. He replied, 'Why did you not inform me before that you had a brother a prisoner in England? You must not send any money to him. I will see that he is supplied with funds, and will, with the greatest pleasure, do everything in my power to render his situation as comfortable as possible.' I thanked him for his generous proffer of services, but stated that I could not consent to receive such a favor, and only wished him to be so kind as to deliver to you the purse which I put into his hand. "It shall be done," he said, "and you may be assured that I shall find him out and see that he is well provided for in all respects." Thus, John, it is evident that you are indebted to General Burgoyne for your fortunate escape.'

"Soon after his return he was appointed to the command of the ship 'Plato,' of 500 tons, which had been captured by the ship 'Thorn,' owned by Colonel Lee and other Marblehead merchants, fitted out by them as a letter of marque, and mounted 18 guns.

"He sailed for Virginia and there loaded with tobacco, which he carried to France, and returned with a very valuable cargo of wines, brandy, and French manufactures. Subsequently he made several similar successful voyages and one or two voyages to the Spanish and French West India Islands."*

*Dearborn's Life of Col. Wm. R. Lee (MS.), pp. 170-174.

(To be continued.)

REVOLUTIONARY WAR JOURNAL, KEPT BY
PHINEAS INGALLS OF ANDOVER, MASS.,
APRIL 19, 1775—DECEMBER 8, 1776.

COMMUNICATED BY M. V. B. PERLEY.

PHINEAS INGALLS, the son of Francis and Elizabeth (Stevens) Ingalls, was born in Andover, Mass., Nov. 14, 1758. He was a minute man in the Andover company commanded by Capt. Thomas Poor, and marched on the Lexington alarm, as is related in this journal. He enlisted in the company on Jan. 31, 1775. In June and October following he was serving in Capt. Benjamin Burnum's company. In March, 1777, he received a pay allowance with travel home from Albany, N. Y., he then serving in Capt. Samuel Johnson's company in Colonel Nigglesworth's regiment. He re-enlisted the same month for the remainder of the war and served in Capt. Parker's company until March 10, 1780, after which he appears at Springfield, Mass., in the corps of artillery and artificers. He married Elizabeth, daughter of Jacob Stevens, and settled in Bridgton, Maine, in 1781. There he was the first town treasurer, the first representative to the legislature, for many years chairman of the selectmen, and deacon of the Congregational church. He died Jan. 5, 1844. The following journal is now in the possession of Aldana T. Ingalls of Winston, Montana.

April 19 [1775], Wednesday. This morning at seven o'clock we had alarm that the Regulars were gone to Concord. We gathered at the meeting house. We heard that the Regulars had killed 8 men before we started from the meeting house. We started for Concord and were within 6 miles of that place when we heard that the

Regulars had gone back. We followed that night to Notami* and there camped.

April 20. Early this morning we marched on to the common in Cambridge and expected the enemy upon us every moment. They did not come. Folks came in very fast. Nothing happened today.

April 21. We paraded today.

May 15. This morning I was called for guard and went to the General's. About 1 o'clk we had an alarm that the Regulars had landed. We mustered & had news that it was only the guard who fired on the grand round. I was upon guard.

May 16. I came off the guard about 9 o'clk. Bot 1-2 cake gingerbread, 1 copper. Nothing happened today.

May 17. This morning I was called off for fatigue and was released. We paraded about 11 o'clk A. M. and was ordered to meet about 2 o'clk P. M. at the alarm post. We marched off and went and chose another alarm post, and at night I was called off for picket guard. About 9 o'clk. we saw a light in Boston and thought Boston was on fire. We expected an alarm before morning, but we had no alarm tonight.

May 18. I am upon picket today. Went in swimming. Came off the guard at night and laid in a barn.

May 19. Don't parade this forenoon. Went to Watertown to see the cannon. I laid in a barn tonight.

May 20. This morning heard prayers. Bot 1 pint of milk—1 copper. Trained today and at night was called off for the picket guard, and went down to Charlestown to double the main guard.

Sunday, May 21. Came off the guard about sunrise. Went to hear prayers. Bot 1 p^t of milk—1 copper. Went to meeting in the forenoon in the meeting house. Text: Isaiah 26: 11. Heard in the afternoon that the were fighting at Weymouth with our men. In the afternoon went to meeting in the meeting house. Text: Chro. 15: 14, 15. We had some large cannon came into town. Went to see the intrenchment. Nothing happened to night.

*Monotomy, now Arlington.

May 22. This morning is rainy—holds all day. Father came down. Moved from Mr. Prentice's yesterday morning to the house where the officers quartered. Spent 2/6.

May 23. Bo^t 3 pts. Milk—3 coppers, a bayonett sheathe 5/. We were paraded this afternoon & trained, heard prayers at night & laid in a barn.

May 24. Morning paraded and had prayers. He read 5 chap. Isaiah. I was called off on guard and went to the town house.

May 25. Bo^t 1 q^t milk—2 coppers. Came off guard about 10 o'clk. a. m. Washed & paraded in the afternoon. Heard prayers at night. Read 11 chap. Hebrews, laid in a barn.

May 26. Called on fatigue. Went up to Notomi to cut wood, about 6 miles.

May 27. About noon 14 were drawn out of our company with 3 officers viz. Capt. Poor, Sergt. Chickering & Sergt. Johnson. About sunset we heard they were upon Hog Island. Heard that a company went before. Heard singing all night.* At night about 200 went down to Ichmore point.

Sunday, May 28. Heard that the Regulars had wounded 3 or 4 of our men and that ours had killed some of the Regulars and burnt one ship and took some cannon. This forenoon some more of our company went to the Island where the rest of them went yesterday. Went to meeting this forenoon. Text: Ezek. 33: 11. We heard that our men had got the victory and burnt one sloop and got a good deal of plunder. There were 3 loads come in that our men had got. They had a very hot fight, took 4 pieces of cannon and 8 or 9 swivels. Four of our men were wounded, but none killed. A man came out of Boston who said he saw 200 dead and wounded Regulars.

May 29. This morning I was called and went to the guard house. Our men who went out Saturday came home today.

May 30. Heard this morning that the Regulars were gone to Salem. I came off guard about 9 a. m. Heard our men were getting cattle off of Noddle's Island, that

*The battle of Chelsea, so called.

they had got about 30 head of cattle and about as many horses & 300 sheep. Our men had an alarm that the Regulars had gone to Salem. They started for Salem and at Esty's [Middleton] there heard they had not come so they came to Cambridge. They heard we were fighting. Col. Frye came with the men who started for Salem. Bo^t 1 pt. milk /6.

Election, May 31. Bo^t 1 pt Rum, 4 eggs a lemon 6/. Called out on fatigue and went intrenching. Bo^t $\frac{1}{2}$ cake gingerbread 1 copper. Two men buried this afternoon.

June 1 [1775]. Bo^t 1 p^t milk, 2 coppers. Nathan Ingalls, Thomas Kimball & Daniel Kimball here and went to see the breast works.

June 2. A man hung himself in a barn. He was found at daylight this morning. Supposed to have hung about $\frac{1}{2}$ an hour. 5 chap. James.

June 3. Heard that a party of our men went to Deer Island & took one of the Man of Wars barges & 4 men one yoke of oxen and some sheep. The boat brought here about 5 p. m. Two men whipped one 20 & the other 10 lashes. One man drummed out of the army.

June 6. We were sworn today. Many took their oaths.

June 11, Sunday. Went to meeting. Were paraded. Went down to Charlestown upon scout. Staid in a house just over the neck.

June 12. Came off the scout. Went to Notomi to see John Farrington, and carried corned victuals to those who were taking care of him.

June 13. Dudley Messer sick. I am taking care of him.

June 14. Nathan* came about 11 A. M. and I started for Andover about 3 P. M.—got home about dark.

June 17. Guns were heard and smoke seen towards Charlestown. At night a fire was seen towards Charlestown.

June 18. This morning about day there was an alarm at Andover that our men had got a breast work on Bunker's hill and that the Regulars had come out and had a

*A younger brother.

- hot battle and that the Regulars drove our men, had
 on the hill and killed a great many of our men and
 they wanted more men. Col. Johnson mustered his
 regiment and started for Cambridge. We heard that
 at. Farnum was wounded, and we then heard that
 Johnson's regiment was coming back. They got back
 at dark. We heard that Charlestown was all burnt.
 June 19. We heard that Darias Sessions of our com-
 pany was missing and that 5 or 6 were wounded, viz.
 at. Farnum, Tim^o Carlton, Spofford Ames, Sam'l
 Col. Jacob Barnard and Joshua Wood.
 June 21. Went to Cambridge with Nathan. Got
 there about 11 A. M. Nathan started for home. Mare
 died before he got home. Nathan left her. She died next
 day.
 June 22. Unwell. Our regiment came off from Win-
 chester hill.
 June 23. An alarm.
 June 24. An alarm. Heard firing at Roxbury. Some
 fighting. Not much hurt done.
 June 26. Went up to see Geo. Abbott.
 June 27. Am going to work at haying. Have worked
 3 days.
 June 30. Mowed for Mr. Robbins $1\frac{1}{2}$ a day and
 for another man the other $1\frac{1}{2}$ @ 20/ per day.
 July 1 [1775]. 2 whipped yesterday—one 26 the
 other 78 lashes.
 July 2. Rained. A new general from Philadelphia.
 July 3. Regulars firing. Col. Prescott's reg^t out on
 patrol.
 July 6. Daniel Griffin of Haverhill drowned. Col.
 Gardner buried yesterday.
 July 7. Heard that Col. Parker died in Boston.
 July 8. An alarm that the Regulars were coming out.
 They did not come. Had a fight at Roxbury before day this
 morning.
 July 14. Moved into the College.
 July 15. Lt Johnson swore he would put me under
 guard unless I paraded, and I paraded.
 July 17. Heard cannon. Showers.
 July 21. Haying.

July 22. An alarm about 11 at night. Ordered to keep our clothes on.

July 26. Drum major put under guard.

July 29. A company of Washington's men went down to Charlestown neck and when the Regulars came to relieve the sentries, our men fired upon [them], killing 4 or 5 and took two prisoners.

July 30, Sunday. Went on guard at the town house. About 12 at night heard a firing, being on sentry I heard the cannon balls whistle by me. There was a floating battery come up the river. They burnt a house at Roxbury. They kept up the firing till morning. Thirty-five prisoners taken at the Light house last night.

Aug. 1 [1775]. They kept firing at our sentries. Our sentries fired at the Regulars and killed some of them. The Regulars killed one of our men.

Aug. 2. Isaiah* is sick. Moved him up to the house where the guard was formerly kept. Got a bed for him at the widow Watson's. Ingalls Bragg sick. I am taking care of them.

Aug. 3. Peter Farnum & Jacob Barnard sick. Isaiah has a fever. Sunday and Monday a star was to be seen.

Aug. 5. Ingalls Bragg and Peter Farnum started for Andover about 10 in a chaise with Mr. Bragg who came for them. Isaiah worse.

Aug. 6, Sunday. Isaiah better. So are all the sick. Father and mother came today.

Aug. 7. Isaiah no better. I go home with father. Mother stays.

Aug. 15. Capt. Berry's wife buried.

Aug. 18. Father and I started for Cambridge.

Aug. 19. Isaiah a little better. More hopes of his recovery. I staid at his hospital to take care of him.

Aug. 20, Sunday. Isaiah better. Fever turned.

Aug. 21. Isaiah got up and was dressed.

Aug. 23. Killed some robins.

Aug. 25. Sam^l Holt came after Isaiah with a horse and chaise.

Aug. 27. About 9 A. M. our regiment had an alarm

*An older brother.

marched to Winter hill. The Regulars kept up firing on our men through the night. We went onto the bogged field.

Aug. 28. There were 3 alarms today.

Aug. 30. Stormy. The Regulars threw bombs by night & now and then one in the daytime.

Sept. 12 [1775]. Drums beat to arms. Uncle Joshua's balls came down.

Sept. 13. I have earned 20/.

Sept. 16. A man of our reg^t buried.

Sept. 18. Passed muster.

Sept. 19. Worked for the Brewers @ 18/.

Sept. 21. On guard at head-quarters.

Sept. 23. About 9 twelve Marblehead men are to be whipped—20 lashes each. One only was whipped.

Sept. 27. Marched to Prospect hill and went into the fort. Came back about 10.

Oct. 5 [1775]. Stormy. Drew 1 month's pay.

Oct. 13. Heard our privateer had taken the Livery in of War.

Oct. 17. Our floating battery went down and fired on Boston tonight. One gun split, killed 1 man and wounded 7.

Oct. 18. Our reg^t went out in the boats.

Oct. 24. Stormy. Dr. Stevens went home.

Nov. 1 [1775]. Worked at 16/6 per day.

Nov. 2. Hired David Stevens to go on guard for me.

Nov. 6. Stood sentry at Dr. [Benjamin] Church's army.

Nov. 9. The Regulars landed on Litchmore point & some [cows]. Our men fired upon them and drove them off. We found some cattle they had killed. The Regulars killed 1 of our men and wounded 1.

Nov. 14. On fatigue digging sods at Cobble Hill.

Nov. 17. Got a furlough and went home.

Nov. 21. Went to Cambridge. Rode Phillip Farrington's horse.

Nov. 22. Our men went to digging on Cobble Hill at night.

Nov. 23. Thanksgiving day. Went to digging on Cobble Hill.

Dec. 1 [1775], Friday. Went to Cobble Hill. Our privateer took a sloop* that was coming into the Regulars. It had on board 1 13-in. mortar and a good many small arms and some shot. It took 6 teams to bring in the guns, shot, etc.

Dec. 2. Our people placed that mortar at the laboratory.

Dec. 3, Sunday. Meeting. Text: Sam., 10:12.

Dec. 7. Our militia went to Barrack N^o 2.

Dec. 10, Sunday. Militia marched to Roxbury and are there stationed. Went to Cobble Hill.

Dec. 11. Selling chestnuts.

Dec. 13. Marblehead sent for and marched for home, but returned having heard of a French ship.

Dec. 14. On fatigue duty ditching between the neck and point.

Dec. 17, Sunday. Our men went to Lichmore's p^t to entrenching, and about 1 o'clk the man-of-War vessel began to fire upon our men. They threw some bombs from Boston, throwing during the night 4 bombs and firing 2 cannon.

Dec. 18. Regulars threw some bombs.

Dec. 19. On fatigue at Lichmore point. The Regulars threw some bombs and some shot. The bombs except one broke in the air.

Dec. 20. Went to Roxbury. The Reg^s fired some today.

Dec. 21. The Reg^s did not fire.

Dec. 25. Our reg^t was dismissed, for there were not tools for all to work.

Dec. 28. On fatigue for Geo. Abbott.

Dec. 29. Hired John Wilson to go on guard for me last night. Our men attempted to go to Bunker's hill, but did not get there, as the ice would [not] bear.

Dec. 30. Our guns were prized.

Jan. 1, 1776, Monday. We were dismissed.

Jan. 2. We started for home about 9 o'clock—got home about 8 p. m.

March, 1775. Went to school 8 1-2 days.

March, 1776. Went to school 7 days.

*See Essex Institute Hist. Colls., vol. xlv., pp. 8-9.

Journal kept by Phineas Ingalls during the campaign
1776 to Lake Champlain.

July 16 [1776]. Enlisted, passed muster, took the
bounty £7-00-0 and one month's pay £2-00-0.

	£	s	d		
Rec ^d my bounty	7	0	0	lawful money 20/	\$23.33
1 mo's pay	2	0	0		6.67
For blanket	0	12	0		2.00
Use of arms	0	6	0		1.00
	9	18	0		\$33.00

July 23. Began our march to Crown Point. Marched
through Tewksbury, Billerica, and stopped in Chelms-
ford.

July 24. Went through Westford, Groton, Shirley,
to Lunenburg—staid at my Uncle Hovey's.

July 25. Through Fitchburg to Westminster.

July 26. Through Ashburnham and Winchendon to
Utzwilliams. Had a very bad road for ten miles.

July 27. Through New Marlboro to Swansy.

July 28, Sunday. Went to meeting in Keene. Went
through Westmoreland to Walpole. Staid at Mr. Gold-
smith's.

July 29. Raining. Still in Walpole.

July 30. To N° 4 (Charlestown).

Aug. 5 [1776], Monday. Marched from N° 4 over the
river and went about 3 miles.

Aug. 6. Marched through Springfield to Weathers-
field into Cavendish. Camped in the woods.

Aug. 7. 13 miles between houses and roads very
bad. Camped in the woods. Raining, got very wet.

Aug. 8. Through Saltash to Ludlow. It rained se-
verely. Staid in a house. 7 miles between houses.

Aug. 9. Through Rutland to Pittsfield.

Aug. 10. Crossed Otter Creek. Camped in the woods
at Ludbury.

Aug. 11, Sunday. Rained.

Aug. 12. Marched to Lake Champlain, 10 miles.
Went over the lake to Ticondaroga and then to M^t Inde-
pendence. Staid in a brush camp.

Aug. 20. Moved to Ticondaroga.
Aug. 21. Isaiah and Nathan unwell.
Aug. 31. Col. Bond died last night. Two row galleys sailed.

Sept. 1 [1776] Sunday. Rainy. Countersign "Liberty."
Sept. 2. A man whipped 78 lashes.
Sept. 3, 4, 5. On fatigue duty making a fort.
Sept. 6. Heard they have had a very hot battle at New York—5000 killed, 2000 of our men and 3000 of the Regulars. Two of our generals missing. News not certain. Mounted two 18-pounders.

Sept. 19. I went to hospital to take care of sick.

Sept. 21. Abijah Ingalls ill.

Sept. 24. Isaiah confined by Penn^a Riflemen and was tried by a Reg^l court martial. Cleared.

Oct. 6 [1776]. We have today 3 prisoners.

Oct. 10. Isaac Richardson was found dead by the old Fort.

Oct. 13, Sunday. Our fleet and the Regulars fleet met and kept up firing Friday, Saturday and part of today, till 2 or 3 o'clock. The Regulars drove so hard upon our fleet that in their damaged state they were unable to escape. Some run on shore, some got aground, and some the enemy took. Not more than 1-3 of our shipping got away. Our men destroyed most of the rest. The row galley that had Col. Wigglesworth on board was burnt, but he escaped. Gen^l Arnold went ashore and came in by land. Gen^l Waterbury went ashore and it is supposed was taken.

Oct. 14. David Beverly came in tonight alive and well. We are expecting the enemy.

Oct. 19. We have to go on fatigue from 1-2 to 1 hour before daylight ever since the fleet had their battle.

Oct. 21. The grand round took the Capt. of the Jersey Blue Redout.

Oct. 22. I yesterday found 36 head of cattle in the woods. The Indians took 2 men and killed one.

Oct. 23. Found 11 head of cattle in the woods.

Oct. 27. Have good news from New York. Paraded and gave 3 cheers for the news that our men had driven the Regulars.

- Oct. 28. One of the enemy's boats came down. Our men fired upon her. She went back.
- Oct. 31. Ephraim Swan died this afternoon at 2.
- Nov. 3 [1776]. Sunday. Uncle Abijah Ingalls died between 4 and 5 this afternoon. Hear that the Regt left Crown Point.
- Nov. 4, 5, 6, 7, 8, 9. Trimming balls and making cartridges.
- Nov. 10, Sunday. Simeon Farnum started for home.
- Nov. 13. Charles Danelson died.
- Nov. 14. Stark's brigade discharged.
- Nov. 16. Col. Stark's and Poor's Reg^{ts} march.
- Nov. 18. Orders are read to us that we are to march soon as the Battoes get back from Fort George. We go by the way of Albany, N. Y. Gen^{ls} Gates, Arnold, Backett marched from Ticonderoga, leaving the command with Gen. Wayne.
- Nov. 22. Stormy. The Hampshire reg^t have [gone] through the woods.
- Nov. 23. Our reg^t were ordered to bring over the 80 cords of wood. This we did. And then turned our tents into the store. Went on board the battoes and started for home about sunset. Got to Skeensboro' at night.
- Nov. 24. Rainy. Stay'd at Skeensboro.
- Nov. 25. Marched from Skeensboro through the woods to Fort Anne.
- Nov. 26. We marched to Kingsbury within 4 miles of Fort Edwards. I stopped at a Mr. Jones'.
- Nov. 27. To Fort Miller. I stopped in a house about 5 miles beyond Fort Miller. At the Ferry Serg^t Dowd and Isaac Smith in attempting to cross the river in a canoe run on the falls and upset and came near being drowned. Were saved by one of our battoes.
- Nov. 28. Marched about 14 miles to Saratoga. We crossed the ferry in the morning. I staid at George Adshaw's.
- Nov. 29. Went by Stillwater & Half-moon. Crossed the ferry half an hour before sunset, and stopped at Albany new city at D. Knowlton's.

Nov. 30. Crossed the ferry about 10. Got into Albany about 1 p. m. Dined. Rainy. Again crossed the ferry. Went about 4 miles and staid in Greenbush.

Dec. 1 [1776], Sunday. Started by day—went through Schooduck, Kinderhook. Staid at night at Matthew Scott's in Spencertown.

Dec. 2. Went to Barrington, dined, thence to Torrington and stopped at Hezekiah Hill's.

Dec. 3. Went through Laudon and staid in Glos'cho.

Dec. 4. Dined in Westfield, thence to Springfield. There crossed the Connecticut River. Stopped at 2 miles from the ferry.

Dec. 5. Went to Brookfield, stopped at a private house.

Dec. 6. Went to Northbury and there stopped over night.

Dec. 7. Went through Concord to Billerica. Staid at Polland's tavern.

Dec. 8, Sunday. Got into Andover at 10 a. m. Absent 4 months and 24 days.

THE CHASE OF THE FRIGATE CONSTITUTION.

BY NATHANIEL SILSBEE.

(Reprinted from the Salem Register, July 28, 1879.)

I have been much entertained by an article in the Salem Observer of July 12 on the old shopkeepers of Salem, most or all of whom I remember. The writer of it, in his notice of Amos Hovey, Major General of Massachusetts Militia in 1813, who certainly always looked the gentleman in his shop, and the officer on parade, refers to the escape of the Constitution frigate, chased into Marblehead by two British frigates. As I have a vivid recollection of some incidents connected with this affair, which may be interesting, I give them to you to dispose of as you see fit.

I was then eight years old, living at the foot of Daniels street, below Derby street. On a Sunday, soon after dinner, which was, probably, on that day, at noon, Mr. Robert Stone, one of my father's partners in business, came in and said that a ship had been chased into Marblehead by the enemy's squadron then blockading the bay, and it would be well to know more about it. The family horse and two-wheeled chaise were brought out, and at my urgent request I was permitted to occupy a small cricket placed on its floor. We drove up Essex street, through Central, over the bridge to South Salem, and when half way up the hill at its end, saw a man approaching on horseback at speed, who, on seeing and recognizing us, pulled up hastily and earnestly said: "The frigate Constitution has been chased into Marblehead—we mean to defend her, and we want all the men and all the guns you can send us. I am the chairman of the Selectmen. Will you take charge of the message to the authorities and do

what you can for us? I must go back." The proper assurances were given, the chaise was turned, and we drove directly to General Hovey's house on Essex street and next east of the Franklin building. My father went into the yard to the front door, and I saw the General come out to receive him. Mr. Stone, whose house was directly opposite his, went to inform his family, and I was left in charge of the horse. They both returned almost instantly. The General asked a few questions, naturally, as to the best course to be pursued. The reply was: "You will do as you think fit, we will see to sending what they want, both guns and men." William Manning's stage stable, filled with the best stage teams in New England, was just round the corner, on Union street, opposite your then printing office. Fortunately, it being Sunday, the horses were all in, and fresh. Manning himself was standing under the old elm tree. No words were wasted—"Send all your horses, with harness and drivers, for four or six horse teams, to the gun house on the Neck; the Constitution is chased into Marblehead." "They shall be there," was the reply. We drove on and through Derby street to my grandfather's house, which stood where now stands the Custom House. They wished to find, and they did find, George Crowninshield, the Ajax Telamon in every deed of daring, whether it was to rescue people from flood or fire, to go through a town meeting, fight for his country's flag, or, as he afterwards did, in person, and at his own expense, to bring from Halifax the bodies of Lawrence and Ludlow, after the loss of the ill-fated Chesapeake. They all then went directly to the Neck, but, much to my disgust, I was discharged, with my cricket, at Daniels street, with directions to tell my mother the news. It spread rapidly, the streets were soon filled with people, and in about half an hour I saw the first gun, I think an eighteen pounder, with six fast horses on the run, go through Derby street, with George Crowninshield upon it. There had been some delay in getting at the guns, and afterwards in fitting the harness. The gun-house was a brick structure, then recently built, just inside the Neck gate, on the left hand side, and, with

the guns, belonged to the United States. The heavy oak doors were secured by locks and bars; but opposite was the shipyard, and soon a heavy stick of timber, by the united efforts of sailors and mechanics, under the direction of the person named above, was advancing to force an entrance. Mr. Stone told me, many years afterwards, that just as the assault was to be made, he said: "Captain George, wait a minute. You are under bonds to keep the peace—let me give the order." It was given, and the doors went in. I saw several of these heavy guns pass by for Marblehead, and I remember, an hour or more afterwards, one drawn by a yoke of oxen on its slow and winding way. This must have been the one spoken of in the Observer.

Of what took place in the other parts of the town I know nothing. The two gentlemen first spoken of drove directly to Marblehead, were in the fort, and went on board the frigate. Capt. Crowninshield came round in her to Salem, where she was brought for further safety, offering his services as pilot, but of course regular pilots were in charge. I was on the Neck, which was full of people that evening, to see her come into the harbor. It was a matter of much speculation as to how far in she would come. She kept well over on the Marblehead shore to hold the deep water, and came to, to let go her anchors, when nearly abreast of the Crowninshield wharf.

Great excitement prevailed at Marblehead, and especially in the fort, on seeing *three* frigates approach the harbor, and there was an apprehension that they were *all* enemies—the chase "playing possum." The Constitution's ensign did not blow out—the wind being aft and light. As she came abreast of the fort its guns were brought to bear on her, when a sailor was seen to ascend the rigging, lay out on the mizzen peak, and clear the stars and stripes from the sail. Then a shout, which rang through all the ships, went up from the shore, and the Constitution was safe. A large portion of her crew were Marblehead men. The Constitution remained some days in Salem harbor, and a public ball was given to Captain Stewart and his officers in Franklin Hall. The brick gun

house on the Neck I saw taken down about 1850, it having become unsafe, and leave being obtained of the U. S. authorities. The land on which it stood was taken into the almshouse farm. I never heard my father speak much of this affair, but, after his death, I was told that the expense of transporting these guns to Marblehead was borne by his partner and himself, the town authorities refusing to pay it.

Upon this Sunday afternoon the Rev. Doctor Bentley, on entering his church, observed that there was but one male member of his parish present, of whom he inquired what it meant. This gentleman, in reply, told him the news, which he had heard at the church door. The Doctor made a short, emphatic prayer, announced what he had heard, said, "there is more immediate need of my services in Marblehead than here," and dismissed the congregation. He then went with his parishioners to Marblehead, where, it was afterwards said and believed, that he went into the fort and offered his services to the officer in command for any duty he might assign him. I believe this story, like a great many others told of him, to be untrue—not that he would not have done it, but because his companion told me, in after years, that they were together, and nothing of the kind took place. In the hope that what I have written may interest your readers, I am,

N. S.

Milton, Mass., July 25, 1879.

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VOL. LIII — APRIL, 1917



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PRINTED FOR THE ESSEX INSTITUTE

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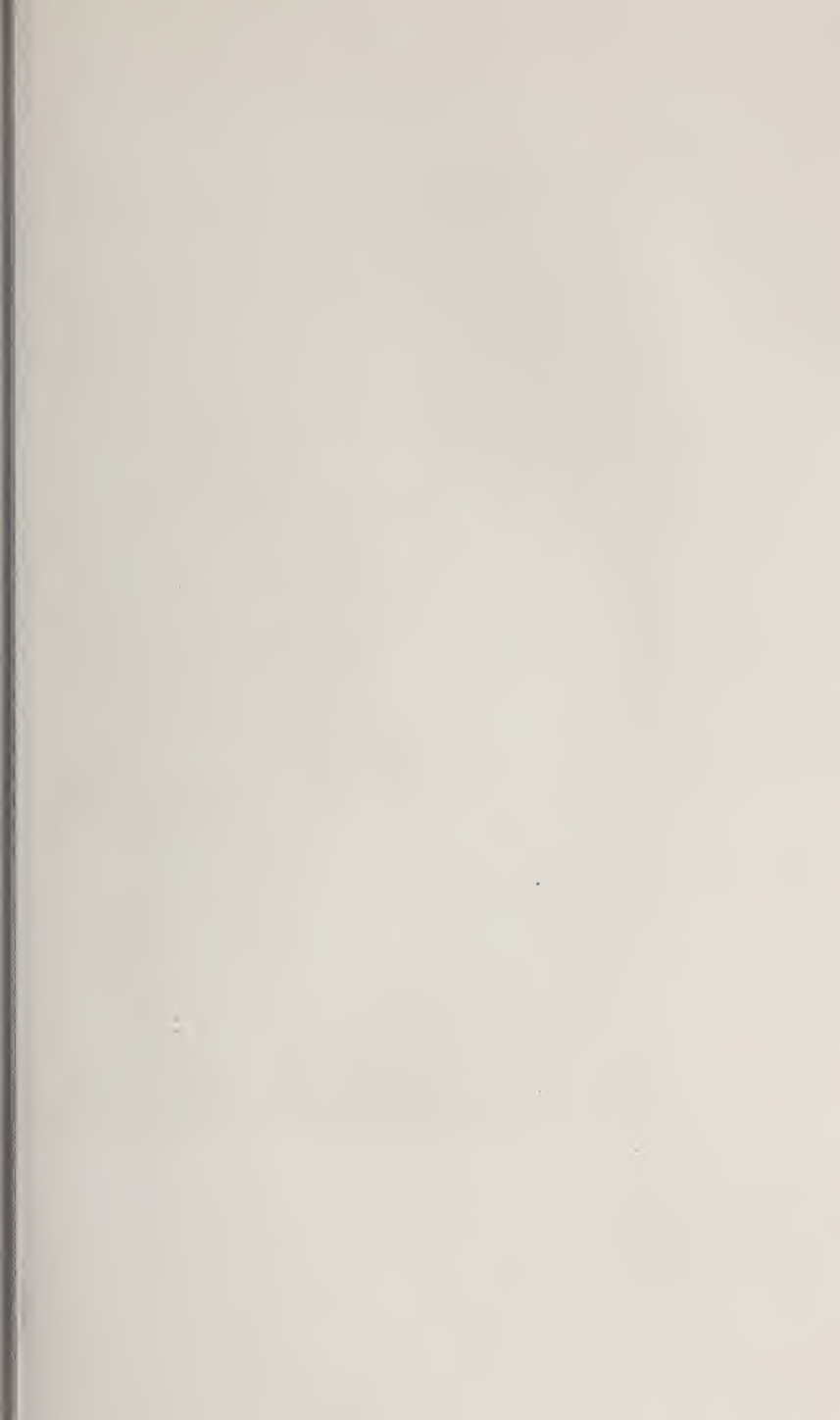
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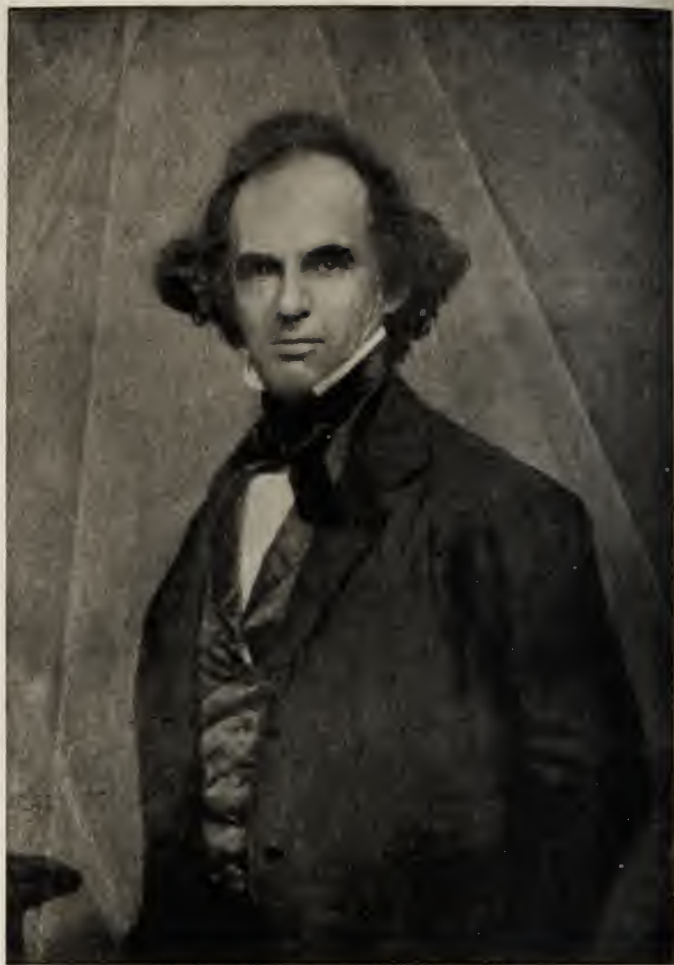
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NATHANIEL HAWTHORNE.

From the photograph of a daguerrotype, made about 1848, formerly in possession of Dr. J. B. Holder, New York City.

HISTORICAL COLLECTIONS

OF THE

ESSEX INSTITUTE

OL. LIII.

APRIL, 1917.

No. 2

NATHANIEL HAWTHORNE'S REMOVAL FROM THE SALEM CUSTOM HOUSE.

BY WINFIELD S. NEVINS.

The dismissal of Nathaniel Hawthorne from the office of surveyor of customs at the Port of Salem undoubtedly gave to literature that masterpiece, "The Scarlet Letter." He never did any literary work of a sustained character while holding public office which would provide him with even a modest, if assured, income. This was equally true in 1839, when he was supervising the unloading of a cargo of coal or lumber, as a \$1200 per year weigher and gauger of the Boston Custom House, and later, when surveyor of customs at Salem, or consul at Liverpool. When Hawthorne sought public office, or when his friends sought office for him, it was solely on account of the salary in order that he might obtain money for himself and family. When he wrote, it was for the same purpose, although we should not forget that whatever he did in the field of letters he did to the best of his ability, and that ability was, indeed, of the highest order.

He himself has confessed as much, for, writing in 1843, he said: "I might have written more if it had seemed worth while, but I was content to earn only so much gold as might suffice for our immediate wants, having prospect of official station and emolument which would do away with the necessity of writing for bread. These prospects have not yet had their fulfillment; and we are well con-

tent to wait, for an office would inevitably remove us from our present happy home—at least from an outward home; for there is an inner one that will accompany us wherever we go. Meantime, the magazine people do not pay their debts; so that we taste some of the inconveniences of poverty. It is an annoyance; not a trouble."

It was only after he was removed from office in Salem that he applied himself diligently to the task of producing a work which would sell and furnish money for necessary household expenses. Then he created a romance which will last while the English language endures. And again, after he had abandoned the consulate in Liverpool and had betaken himself to Rome, he broke another long silence and gave to the world "The Marble Faun."

Hawthorne was appointed surveyor of the Port of Salem by President Polk. He was commissioned April 3, 1846, and took the oath of office six days later. He was removed from office by President Taylor on June 7, 1849. This appointment was undoubtedly made because of his growing reputation as a man of letters. Men of literary attainments were much appreciated in this country about that time, and they were often encouraged by appointment to public office.

Hawthorne had served as weigher and gauger in the Boston Custom House, to which position he had been appointed by Hon. George Bancroft, collector of the port, and later historian of the United States and Secretary of the Navy. But the duties were not to his liking, as may well be supposed. This office had been procured for him to add to his meagre income in order that he might continue his literary labors. During the period of his service in the Boston Custom House he wrote nothing of moment, only a number of minor sketches and essays, beautiful in themselves, but not comparable with his later romances.

It does not appear that Hawthorne ever had, or ever expressed, any definite and positive views upon political issues of the day. His mind seems never to have had any trend in that direction. Yet, after his sudden removal from the Salem Custom House, that act was justified by

his opponents mainly on the ground that he had been an "obnoxious partisan"; that he had written articles for Democratic publications; had been an active member of various party committees, and had managed the affairs of his office in the Custom House for the benefit of the Democratic party.

How far these complaints were well founded may be judged by the accompanying extracts from correspondence relating to his case, on file in the archives of the Treasury Department in Washington, and from letters published in the newspapers of the day. The correspondence in itself is interesting, and it also throws much light upon political methods at that time. Every person connected with this affair, on either side, is now deceased. The last to pass away was the Hon. Joseph Barlow Felt (good of Salem, who died in January, 1913. He was secretary of the "joint committee" in Salem which authorized the "Memorial" sustaining the removal of Hawthorne.

Few of the papers and letters in the collection pertain to Hawthorne's appointment. Apparently that was a foregone conclusion. The only letters relating to the matter now to be found in the files of the Treasury Department in Washington are those from John Fairfax of Saco, Maine, a former congressman from that State; Hon. George Bancroft, the historian; Charles G. Green, the famous editor of the Boston Post; Horace L. Conolly of Salem, chairman of the second congressional district committee; A. L. Wait, chairman of the Essex County Democratic committee; Gideon Wilkins, H. L. Conolly, William B. Eke, Eben N. Vent, Thomas Kinsley, — Dean, and Nathaniel Jackman, Democratic town committee of Salem; and Benjamin F. Browne. There is a letter from Varney, Ersons & Co., publishers of the Salem Advertiser, saying that "growing dissatisfaction exists in this vicinity to account of the backwardness exhibited in purging our Custom House of the Federal, incompetent, superannuated incumbents who have so long held and exulted in the power they have swayed". Of Mr. Hawthorne they say, "he is known the length and breadth of the country as

one of the purest, best, and most talented of Americans. As the author of 'Twice Told Tales', and a valued contributor to the literature of the United States, he is universally known and respected. In principle, he has ever been known as a pure and primitive Democrat, and no man could be selected for office who would give greater and more general satisfaction." It will be noted that he is not recommended as a "faithful worker", nor for his political services in any form, but as "a man of letters" and "pure character".

George W. Mullet and Richard Lindsey were aspirants for the offices of surveyor and naval officer, respectively, but they withdrew and recommended Mr. Hawthorne for the former office and John D. Howard for the naval office.

Mr. Browne, in his letter to the President, wrote: "Of Mr. Hawthorne it is unnecessary for me to say more than that he is the same Nathaniel Hawthorne whose fame as a man of literature is co-extensive with the English language, and to add that in all his private and social relations he worthily supports the reputation which he has won by his literary labors".

Congressman Fairfield endorsed the appointment of Hawthorne because of his literary reputation, which, he said, was of the highest, and he added: "He has always, I believe, been a Democrat in principle, feeling and action, though never a warm partisan". Here again the appointment is urged on the ground of literary ability, not because of political activities.

Col. Green was "confident that his appointment would be very gratifying to the Democracy of this State, advantageous to the government, and popular generally with the whole community where the office is located."

Mr. Conolly advocated a change of officials in the Salem Custom House on the ground that "to the victors belong the spoils", without using those exact words. Incidentally, he assures the administration that the selection of Messrs. Hawthorne and Howard would meet "the general and hearty approval of the local Democracy". The Essex County Committee called attention to the fact that Surveyor Brown was a Whig and also Whig sheriff

Essex County at that time. In all these recommendations there is not one which asks for the appointment because of Hawthorne's political services, either individual or as a writer of articles. On the contrary, it is urged because of his literary reputation, and frequently the fact that he is "not much of a party man" is admitted.

Among the letters advocating the appointment of Hawthorne was the following from Gen. Frank Pierce of New Hampshire, subsequently President of the United States, and who appointed Hawthorne consul at Liverpool :—

Concord, N. H., Nov. 17, 1845.

Dear Sir :

I understand that the personal and political friends of Nathaniel Hawthorne of Salem, Mass., have presented, or will soon present, a strong application for his appointment as Surveyor of the Port of Salem. I have known Mr. Hawthorne long and intimately. He is a man of genius, of great simplicity of character, and of exalted worth in all respects. I am in possession of correct information, this application sustained by the political influence of our political friends in Massachusetts, and the appointment, I am sure, would be one that would reflect honor upon the administration.

Mr. Atherton and other friends will confer with you in relation to this matter, and my only object is to add to their representations my own earnest request in behalf of a personal friend and most excellent and honorable man.

Will you present my kindest regards to Mrs. Walker and also to Mrs. Bache and family. If Mr. and Mrs. Emery are now in Washington ; will you also assure them of my kindest remembrance. His call at my office the other day on his way from the woods was at once a surprise and a pleasure.

I am, with the highest consideration,

Your friend and serv't,

Frank Pierce.

Hon. Robert J. Walker,
Sec't'y of the Treasury,
Washington, D. C.

The controversy over the removal of Hawthorne was subsequent to that removal and not previous to the action. He was deposed on June 7, 1849, while most of

the letters in his behalf bear date two weeks later. The "Memorial" of the Salem Whigs urging the administration to stand by the dismissal is dated the 6th of July. The letters in behalf of Hawthorne protest against his discharge and urge that he be reinstated. It would appear that his removal was brought about quite secretly; that it was not anticipated by him or his friends, and was not desired by men of either party, with a few exceptions. As soon as the fact became known that President Taylor had decided to appoint Allen Putnam as surveyor, the friends of Hawthorne at once interested themselves and wrote letters to the President or to the Secretary of the Treasury, Hon. W. M. Meredith. These communications seemed for a time to have created a reaction in administration circles, and there were indications that Hawthorne might be reinstated. Thereupon Hon. Charles W. Upham, who unquestionably had been the leading actor in procuring the appointment of Putnam in place of Hawthorne, and whose work had been done quietly and mainly by personal solicitation, bestirred himself to get such endorsements as would justify his course in the eyes of the administration. He got together a few members of the Whig Ward Committees and of the Taylor Club of Salem. Through his efforts a sub-committee was appointed to draft resolutions "endorsing the appointment of Mr. Putnam in place of Mr. Hawthorne." They were adopted and sent to Washington. Pending the meeting of this club and these committeemen, Upham was writing personal letters to Washington, some of them almost frantically begging that the administration should not restore Hawthorne and asking for delay until the documents in preparation supporting the action already taken could be prepared and presented. Upham made visits to Washington twice, and also wrote letters on the 25th and 29th of June and the 7th of July.

In his letter of June 29 to Secretary Meredith, Mr. Upham refers to the "interference of certain literary characters, living in other places, and utterly ignorant of the facts of the case, in the matter of the removal of Nathaniel Hawthorne." He insists that Capt. Putnam's

commission as surveyor in place of Hawthorne "be sent at once". On July 7 he writes again to the Secretary a letter in reference to the same matter, in which he refers to the "extraordinary interference of persons unacquainted with the circumstances of this transaction", whom he means those distinguished citizens who had urged that Hawthorne be retained. In another letter, dated June 25, and signed by Upham, Mayor Silsbee of Salem and N. B. Mansfield, also of Salem, but evidently written by Mr. Silsbee, the Secretary is informed that a messenger is to be sent to Washington "bearing reasons why the administration should not restore Hawthorne to his former position", and "fully justifying the removal of Surveyor Hawthorne and exposing the general locofoco corruption which has for many years existed in our custom house, and which has been countenanced, helped out and supported by all the talents which Mr. Hawthorne may have possessed."

These men no doubt had the assistance of Hon. Daniel King of Danvers, member of Congress, and a few others of the leading Whigs and some of the business men of the city. It is well known that a few Democrats were willing to aid in the removal of one who posed as a Democrat but held himself aloof from political activity. There is nowhere to be found on the files in Washington a letter specifically asking for the dismissal of Hawthorne. Julian Hawthorne says that a petition was drawn and signed by a few Whigs asking that Allen Putnam be appointed surveyor in place of Hawthorne.* Dr. Peabody wrote to Mrs. Hawthorne, who was his daughter, while the matter was pending, that he had met Upham in Boston a few days before, and the latter said that he thought nothing would be done about the removal of Hawthorne. Dr. Peabody added to this letter that he had an impression that there was a "sort of mystification in his manner". Hawthorne's appointment had been sought about largely through the efforts of men who

Officials of the Treasury Department in Washington have searched for this petition, but in vain. They can find no trace of it nor of any paper, directly or indirectly seeking the removal of Hawthorne.

were neither of Salem nor of Essex county, and some of them not even citizens of Massachusetts. Certain prominent Democrats resented this "interference" of "outsiders" in home affairs, and were all too ready to connive at his dismissal. At a meeting in Portsmouth, N. H., in 1845, to promote the interest of Mr. Hawthorne, there were present Gen. Frank Pierce of New Hampshire, Senator Atherton of the same State, Senator Fairfield of Maine, and others not of Essex county nor the Commonwealth of Massachusetts.

Mr. King wrote to Secretary Meredith that there was "unanimous expression of approbation of the removal of Mr. Hawthorne and the appointment of Mr. Putnam". He assures the Secretary that the Whigs of Salem "will demonstrate that they are sincerely and earnestly devoted to the welfare of the party. They may feel a little solicitous of men living in Boston, New York, and remote cities who undertake to judge and determine what is best for the interest of their own city." He informs the Secretary that ex-Senator Nathaniel Silsbee and David Pingree approve the removal of Hawthorne. This letter was dated July 4, 1849, nearly one month after the actual removal of the surveyor and the appointment of his successor.

It is undoubtedly true that Nathaniel Hawthorne was not popular while he was connected with the Salem surveyorship. Salem business men did not like him overmuch, and he was not especially cordial to the merchants and shipmasters who did business with him. They thought him arrogant, but it was simply a mannerism which Hawthorne himself did not realize, and which he could not well avoid. He was a good deal of a recluse, especially at times, and had few intimates, although those few were truly "close companions".

While the letters in support of Mr. Hawthorne, here quoted, bear date previous to the celebrated "Memorial", they will be better understood and their force more appreciated if printed following the "Memorial" instead of preceding it, because, while not written for the purpose of replying to charges in that communication, they never-

ness answer those charges by their mere statements of fact. The records of the meetings of the Whig Ward Committees and the Taylor club are reprinted here in full, together with the "Memorial" adopted. Mr. Upham was a conspicuous figure in those meetings. He made a motion for the appointment of a sub-committee to prepare the document to be sent to the government, "explanatory of political affairs in Salem", and he was made chairman of that committee and prepared its report. The account of the meeting, as recorded by the secretary, is as follows :

RECORDS OF THE MEETINGS.

Wednesday Evening, July 3d, 1849.

At a meeting of the whig ward committees and members of the government of the Taylor Club, were present : Messrs. N. Silsbee, jr., Joseph Winn, Abm. True, Geo. Wheatland, Saml. Grant, E. A. Dalton, B. A. West, Nath. Brown, jr., C. W. Upham, O. P. Lord, Stephn. Daniels, E. G. Wheatland, Aaron Perkins, Joseph Dalton, S. A. Sford, George Brown, 3d, W. K. Allen, Wm. Hunt, John Very, John Jewett, N. B. Mansfield, E. M. Dalton, Harry Russell, Sam'l Brown, J. C. Stimpson, John Whipple, John Waters, 3d, En. S. Jewett, Chas. Mansfield, Andrew M. Chipman, John Russell, H. L. Conolly, and several others.

The meeting was organized by the selection of Nath'l Silsbee, jr., as chairman and J. B. F. Osgood as secretary. The purpose of the meeting having been stated and fully discussed, it was unanimously

Resolved—That in the judgment of the whigs of Salem, it is expedient that Mr. Ephraim F. Miller should be removed from the Collectorship of the District.

Resolved—That the whig party of Salem give their unanimous and unqualified approbation of the removal of Nathaniel Hawthorne from the office of Surveyor of this District; and also to the appointment of his successor, Cpt. Allen Putnam.

Resolved—That if it should be thought expedient by the administration of President Taylor to reappoint Gen-

eral James Miller Collector of this District, it would be most gratifying to the whigs of Salem.

The meeting having voted "that a committee of nine persons be appointed by the chair to nominate a candidate to be recommended by the whigs of Salem for the office of Deputy Collector, the chair named Messrs. Thomas P. Pingree, E. H. Dalton, John Chapman, B. A. West, John Whipple, Henry Russell, Benj. H. Silsbee, Rich'd S. Rogers and Ashael Huntington.

Said committee were requested to report at an adjourned meeting.

Voted—That a committee of three be appointed by the chair to address a memorial to the government, explanatory of the views and movements of the whigs of Salem. Messrs. C. W. Upham, Thomas Trask and Henry Russell were named. Mr. Russell declining service on the committee, the chairman was substituted.

Voted—That the before mentioned committee of nine be requested to nominate a candidate to be recommended by the whigs of Salem as Naval Officer of the District.

Voted—To adjourn, to meet on Friday next at 8 p. m.

Attest, J. B. F. Osgood, Secretary.

Friday Evening, July 6, 1849.

At a meeting of the Whig ward committees and members of the government of the Taylor Club, assembled pursuant to adjournment, were present, Messrs. N. Silsbee, jr., W. Brown, jr., H. Russell, George Wheatland, Wm. Hunt, George C. Chase, Aaron Perkins, A. K. Allen, Joseph Dalton, E. Dalton, C. W. Upham, George Brown, jr., Col. J. Russell, Stephen Osborne, Charles Roundy, Andrew Waters, Stephen Daniels, John Jewett, E. J. Dalton, A. M. Chipman, Thomas P. Pingree, A. Huntington, Joseph Winn, N. B. Perkins, Augustus Story, Augustus Hardy, Nath'l Horton, Thos. S. Jewett, E. H. Dalton, John Whipple, E. K. Lakeman, Wm. D. Pickman, Chas. Mansfield, B. A. West, Caleb Foote, George L. Newcomb, and others.

The records of the last meeting were read and the committee called upon for their report.

Mr. Th. P. Pingree, in behalf of the committee of nine appointed by a vote of the last meeting, reported the name of William W. Oliver for Deputy Collector, as the choice of the committee, with but one dissenting voice, and the name of William Brown for Naval Officer as the unanimous choice of the committee.

The meeting voted to act upon the nominations of the report separately,—when so much of the report as related to the Deputy Collector was recommitted to the committee, with instructions to report at an adjourned meeting, and so much as related to the nomination of William Brown as Naval Officer of the District was unanimously accepted.

Mr. Upham, in behalf of the committee appointed to draft a memorial to the government explanatory of the views and movements of the whigs of Salem, submitted a report and memorial, which, after a free discussion, was accepted by the meeting.

Voted—That the committee on the Memorial be instructed to communicate to the government at Washington the nomination of Mr. Brown as Naval Officer by the whigs of Salem, together with the proceedings of the town meetings in relation to Custom House matters.

Voted—To adjourn to the call of the committee appointed to nominate a candidate for Deputy Collector of the District.

Attest, J. B. F. Osgood, Secretary.

THE MEMORIAL.

En. Wm. M. Meredith,

Secretary of the Treasury of the United States :—

The undersigned, in the name of the supporters of the present national administration, in the city of Salem, Massachusetts, beg leave to submit the following representation :—

We approach the present government with entire confidence that we have a right to be heard, and that the object we are to bring before you demands the attention of the administration.

A large portion of our number, larger, perhaps, than anywhere else in New England, were early and earnest advocates of the nomination of General Taylor, and when that nomination had been effected, we were the very first to ratify it, and by our prompt, eager and decisive action, we arrested the adverse influences that had before prevailed, and led the way in the canvass that resulted in the redemption of the country. On the seventh of November, 1848, we gave 1674 votes for Taylor, against 537 for Van Buren, and 399 for Cass.

In asking the favorable attention of the present government, we repeat, therefore, that we are asking no more than is our just due; and we are sure that it will be readily and promptly granted.

The circumstances that have occasioned this communication require us, in justice to ourselves, to offer a few explanatory remarks.

The whigs of Salem supported the election of General Taylor with a full understanding and a hearty approval of his declaration that he would not, if President, conduct his administration on the proscriptive system, or with a proscriptive spirit. Those of us who engaged most extensively in the canvass, visiting neighboring States, mingling with the prominent actors in the scene, and addressing thousands upon thousands of the people in numerous assemblages, can testify that never, any where under any circumstances, did we witness the slightest indication that the subject of offices was in the minds of the party, or of any of its leaders.

Our sentiments on that subject can be clearly and briefly stated, and we presume that they will be allowed to conform to the most liberal and tolerant views that are practicable and consistent with the public interest and service. We understood, and suppose that it was every where understood, that General Taylor would call to the cabinet and the principal foreign embassies only such persons as had supported his election. We took it for granted that it would be universally conceded that the heads of the various executive establishments, especially of offices of revenue, would be required, if not to support, at least to

remain from opposing the administration. As for subordinate officials, we supposed that they would not be removed, but for cause. Among the causes were, of course, included, marked and notorious violence of political action, or any participation in the perversion of the public funds to partisan purposes. These were our sentiments, and we believe they were the sentiments of General Taylor's supporters generally. In their application to offices within our immediate limits, we were solicitous and determined to forbear, as far as possible, from demanding removals.

In proof of this we can aver that there were no known office-seekers among us. It may with entire truth be stated, that after the election was decided, and it was ascertained that, by a struggle in which we had borne no reluctant, tardy, or undistinguished part, we had won the control of the country, through its executive administration, for four years, "not a single name was suggested for office, in any circle of society here, or thought of, so far as was known, by any individual among us." This was literally true, at the date of the election and for some time afterwards. And if events had been permitted to take their natural course, it is probable that the government might never have been troubled by any call for changes in the offices of the United States establishments in this city; except, perhaps, there might have been one or two petitions in due season for restoration, on the expiration of the terms of those democrats who had displaced whigs.

The first circumstance that turned the thoughts and feelings of the Whigs generally to the subject was the following.

The postmaster of Salem, who had long been the leading member of the democratic party here,* upon ascertaining the result of the presidential election, withdrew from office, and procured the appointment to that respectable and eminent place, by James K. Polk, of his chief clerk.† The person thus appointed was, it is true, repre-

*Benjamin F. Browne, postmaster, 1844-1849.

†George Russell.

sented here to be a whig, and signatures were procured to his application on that ground. But his appointment was mainly effected by democratic influence, through democratic machinery. A large portion of the whigs felt, what we think the government will feel, the impropriety of the procedure, in principle and as a precedent. Where a change takes place in the incumbents of an office through which the public revenue passes, it is manifestly wrong to allow the retiring officer to have a decisive voice in the appointment of his successor. And all parties must acknowledge that, if there are to be changes in office on a political revolution, the party coming into power has a right to the selection of the public agents who are to hold under it. But the known high character of the postmaster who went out, and of the person to whom he gave place, precludes the supposition that there can be any improper arrangement between them; and a belief that the latter will prove a faithful, obliging and acceptable officer, has led, so far as we are apprised, to a general acquiescence in the arrangement. The only regret any one experiences is that the present postmaster does not hold his appointment by the authority of the party to which he belongs, and of the administration that rightfully possesses the patronage and power of the government.

Instantly upon the consummation of this arrangement, it was followed by a similar proceeding in the Custom House, which at once produced a state of feeling among the friends of the administration here that demands the reorganization of that establishment.

General James Miller, whose name is honored by his countrymen for his unsurpassed valor in the war of 1812, and by all who know him for the integrity of his character, was appointed collector of this port before the parties that now divide the country had been formed, and continued in office until last winter. Repeated attempts were made during the ascendancy of the democratic party to dislodge him, and once another name was sent in by General Jackson to the Senate. But the party never quite dared to meet the responsibility of his removal.

Several times efforts were made by the most violent democrats here, seconded by threatening intimations from Washington, to enforce upon him a general proscription of whigs in the Custom House, but they failed to produce any considerable effect. These occurrences naturally give rise to comment, and kept up a greater or less degree of irritation among our political friends. He, very properly, while holding under democratic administrations, in filling vacancies, from time to time, selected, for the most part, supporters of those administrations. In this way an ascendancy has gradually been growing up in the establishment of democratic influence. It has long been a confluence and receptacle of the most active and obnoxious leaders of that party, and it may readily be understood, by the most distant observer, how strongly the public mind, in a community which for twenty years has been so decidedly whig, has become prejudiced, and even incensed, against the political partisans entrenched within its walls.

About half a dozen years ago, Ephraim F. Miller, a son of General Miller, residing at that time in the neighboring town of Ipswich, was placed in the office as Deputy Collector. The increasing bodily infirmities of his father rendering him incapable of performing his duties, the responsible control of the establishment fell into the hands of the Deputy, and it will be seen, in a subsequent part of this memorial, to what extent he has allowed the democratic officials under him to enjoy an advantage over their whig associates.

The whigs of Salem would have been pleased to have had General Miller enjoy without interruption, to his latest breath, the honor and the emoluments of the office of Collector of this port; and, had it not been for circumstances developed since the election of General Taylor, they would have continued to acquiesce in the arrangement by which his son, as Deputy Collector, presided over the establishment. They would not, in all probability, have demanded removals at all, or to any considerable extent, but would have been satisfied with an abandonment of the system of democratic favoritism, and a just deference to their rights as vacancies might occur.

After the election of General Taylor had been secured, General Miller was prevailed upon to decline a re-nomination, and Ephraim F. Miller was made Collector by James K. Polk. The active democrats in the Custom House took the lead in the matter, and it was mainly accomplished by the agents, and altogether by the authority of the democratic party, which had just been summoned by the people to surrender its power, and ought not surely to have forestalled the incoming administration by such a prospective distribution of the patronage, and overreaching exercise of the influence of the government of the country.

This transaction, following immediately that relating to the Post Office, of course created increased surprise and disapprobation in the minds of those who had labored and succeeded in placing the executive control of the country in the hands of General Taylor. But so reluctant were the whigs of Salem to have anything to do with removals from office that they were disposed to forbearance still. There was no one among them known or supposed to be desirous of the places thus seized upon and disposed of by our defeated opponents, and all were unwilling to add to the disagreeable and perplexing duties of this description with which the administration has been burdened.

They waited to see what course the new Collector would take. The office of Deputy Collector was vacant, and an opportunity thus at once, presented itself for him, in filling that vacancy, to show his readiness to give the whigs their rightful ascendancy in the establishment. A petition, very numerous and respectably signed, was presented to the Collector, soliciting the appointment of a gentleman of the highest respectability and acknowledged qualifications as Deputy.* After a long delay, the Collector refused to grant the petition.

In the meantime the public mind was becoming more and more deeply impressed with the conviction that the Custom House was wholly subject to a most sinister and corrupt influence, and that the Collector was relied upon

*Capt. Allen Putnam.

shelter and protect, against the power of the friends of this administration, those of his subordinate democratic officials who had procured him his appointment from James K. Polk. The result of this feeling was a fixed determination that the most obnoxious individuals, who had participated in the scheme of retaining a democratic tendency in the Custom House during the presidency of General Taylor, should be removed. Certain gentlemen waited upon the Collector and signified to him the desire of the whigs to have some particular removals made, especially that of an individual who has long been known as the chief manager of the political machinery of the establishment. This application met with no better success.

There are two offices in the Custom House, beside that of Collector, in the immediate gift of the government at Washington, and independent of the Collector,—the Naval Office and the Surveyorship. Mr. Miller took the ground that it was proper for him to await the action of the government, and that when the President and Secretary of the Treasury should set the example, by removals from these offices, then it would be soon enough to talk to him about removals from places in his gift. He knew very well that we were divided in reference to the Naval Office, and from the fact that no application had been made for the office of Surveyor, he inferred that we would not venture to remove its incumbent, Mr. Hawthorne. Upon the Collector's taking this ground, the whigs who had signed the different petitions for a Naval Officer at once united in an earnest and importunate request to the government to select either of the three candidates whose papers were before them, and declared their readiness to sanction and approve the selection, upon whichever candidate it might fall. From some cause or other a Naval Officer has not yet been appointed. Our movements were thus narrowed down to the Surveyor's office. It was evident that the Collector relied upon our not being able or willing to touch that office on account of Mr. Hawthorne's literary character. That gentleman was placed as a barrier in our way. The Collector and his official associates planted

themselves, as they thought, securely behind him, and actually made his removal necessary before we could advance a step in obtaining our rightful authority over the Custom House. It was declared in the streets, with triumphant defiance, that the whig party dared not, and could not, remove Nathaniel Hawthorne. It has at last come to this: His continuance or removal would determine whether the conspiracy by which the Custom House was placed beyond the reach of the whig party, or whether the will of that party should prevail. The government acted with a spirit worthy its honored head, and the Surveyor was at once removed. Mr. Hawthorne owes the application for his removal entirely to the folly of his friend, the Collector, and his other advisors, who placed him between themselves and the power of the administration.

The whigs of Salem understand that certain persons living at a distance, ignorant of all the circumstances, and presuming upon some special rights and immunities of office imagined by them to belong to literary men, have undertaken to interfere in this political transaction, and to address remonstrances to the government at Washington against the appointment of Capt. Allen Putnam.

If such unauthorized and unprecedented interference has been allowed the least consideration, the whigs of Salem hereby respectfully, but most deliberately, protest against it.

Of their own local political affairs and interests they claim to be the proper judges. They have never attempted to dictate in reference to the proceedings of their political friends elsewhere, and they call upon their whig fellow-citizens throughout the Union to express their condemnation of those individuals who, without knowledge, have assumed to overrule the action of the whigs of Salem and of the administration by the government of the Custom House in this port.

What we demand, as whigs, and as citizens of the United States, is to have the Salem Custom House brought fully under the influence of the present administration, and its corruptions exposed and removed. We have

earnestly desired to accomplish this end by the least possible exercise of power. The appointment of an energetic and intelligent deputy, aiming to carry out our views, would, perhaps, have answered the purpose. That we failed to accomplish. The removal of one or two officers at the appointment of the Collector, would probably have answered the purpose. That, also, we failed to accomplish. The Collector and his democratic dependents entrenched themselves behind the Surveyor. The instant, sudden and unexpected removal of that officer proclaimed and established for the first time in this city the authority of the present administration. The appointment of Capt. Allen Putnam was the first proof brought home to either democrats or whigs in Salem that Zachary Taylor, and not James K. Polk, is President of the United States.

The whigs of Salem feel it to be due to the authority of the administration to ask for the removal of the present Collector. The circumstances of his appointment, and the facts presented in this memorial, render it unnecessary to refer to other considerations.

General Miller, in consequence, mainly, of exposures and endurance on the frontier, in the service of the country during the war of 1812, is afflicted with great bodily infirmity. His powers of locomotion are wholly destroyed, and his articulation rendered quite difficult, but his mental faculties have not shared the decrepitude of his physical frame. We are confident that if General Taylor had found him in office he never would have consented to remove him; and we earnestly hope that the government will regard with favor the proposal to restore to him the commission and emoluments of Collector of this port, and sanction the appointment of a capable, faithful and energetic Deputy to superintend and conduct the affairs of the establishment. Unless some such arrangement is made, or a pension be allowed him, the last and helpless days of the brave and honest old soldier and patriot will be embittered by privation and suffering.

What we now proceed to say is rendered necessary by the rash and audacious misrepresentations of ignorant intermeddlers.

We beg leave to turn the attention of the honorable Secretary of the Treasury to the Blue Book, particularly to the sums paid to the various persons in the Salem Custom House during the year ending Sept. 30th, 1847. Without comment upon other very curious items in the table, we desire to point to the pay of the several inspectors. Of these officers four are democrats and four are whigs.

The sums received by the democrats, according to the book, were severally as follows: Richard Lindsley, \$636.00; George W. Mullett, \$633.00; Stephen Haranden, \$597.00; Nathan Millett, \$591.00.

The sums received by the whigs were as follows: Abel Lawrence, \$513.00; Daniel Bray, Jr., \$492.00; Hardy Phippen, \$474.00; Joseph Noble, \$462.00.

The democrats severally received upon an average about \$130.00 more than the whigs. The arrangement by which this great difference arose in the emoluments of the two classes of inspectors, whigs and democrats, was not, we believe it would appear by investigation, introduced until some time after the commencement of the year ending Sept. 30, 1847. The offices of the Department at Washington contain, we presume, the means of ascertaining what amounts have since been received by the above officers. It is not necessary to dilate upon the oppressiveness and corruption of such a state of things.

The inspectors are under the immediate and constant direction of the Surveyor, the distribution of their services and emoluments is made by him, and all extra, contingent and special duties are assigned by him, and he assigned the whole of them, with their fees, to the democratic inspectors.

Mr. Hawthorne endeavors to throw the responsibility for such glaring partiality upon Mr. Miller, and Mr. Miller acknowledges that he knowingly acquiesced in the procedure in order to quiet and appease his democratic subordinates, and keep them from insisting upon the removal of the whigs. It was for their interest to retain in the establishment whigs whom they could thus regularly and deliberately plunder and strip, rather than have

tem give place to democrats, who would claim their share of the spoils, and, thereby enlarging the divisor, diminish the quotient.

Were the procedure sifted to the bottom, it would be found, we doubt not, one of the most flagrant instances of political financiering and official extortion and corruption yet developed. The democratic inspectors were required to pay back, ostensibly and professedly for the support of "the party", at least one-half of the proceeds of the extra jobs, or, in other words, one-half of the excess of their receipts over those of the whig inspectors. That is, what rightfully belonged to the whig inspectors, their legitimate share was withheld from them and appropriated, or supposed to be appropriated, to the party purposes of their opponents. The whig inspectors, besides being insulted and oppressed, were made to pay to carry on the democratic party.

The attention of the government is particularly called to this matter. The practice originated after Mr. Hawthorne had become Surveyor, and was carried on under his constant, personal and immediate direction. The character of the transaction is sufficiently obvious. The whig Inspectors were robbed of their just dues, they were systematically oppressed, and their feelings constantly outraged. The fact that what thus belonged to the pocket of the whigs was intercepted and grasped by certain official persons, for the purposes pretended, consummates the corruption, iniquity and fraud with which the transaction is stamped from beginning to end.

To show still more conclusively how completely Mr. Surveyor Hawthorne was made the instrument of partisan oppression and corruption, the following circumstances are related. There is a democratic newspaper in this city, the Salem Advertiser. The editor, under the sanction of Mr. Hawthorne, claimed from the democratic Inspectors, for the support of his paper, an assessment, so much beyond all reason, that three of their number, conferring together, declined to pay it, and proposed a smaller sum. The next morning one of the democratic artisans in the establishment waited upon two of them

with a note written and signed and addressed to them by Surveyor Hawthorne, suspending them from office. This was a little bolder and stronger step, it was concluded upon second thought, than was expedient, and the note was withdrawn. Two of the three recusants appear to have been subsequently worked over into compliant shape by party machinery. One of them, however, a spirited man, although poor, and made dependent by a family of eleven children, held out, and has never received from the hands of the Surveyor an extra job from that day to this. The accounts in the Treasury Department will indicate which of the democratic Inspectors it was, and the point of time when he was thus degraded to the rank of the oppressed whig Inspectors, and the tributes and spoils of office divided among his more submissive democratic colleagues.

For the statements here made we refer the Department to the persons and parties concerned. The truth will not be withheld perhaps by any, certainly not by all of them. It may be thought expedient by the government to institute a special inquiry into the affairs and management of this Custom House. The results would probably be of national importance, as disclosing methods of abuse and corruption that may exist elsewhere, and for the extirpation and prevention of which prompt and efficient measures ought to be everywhere provided and taken.

As for Mr. Hawthorne, we beg leave to say that we are disposed to believe him to have been, to a great extent, the abused instrument of others. We are quite sure he cannot have been fully aware of the nature and bearing of the acts which artful agents behind him were originating and using his official hands to execute. His entire ignorance, previous to his appointment, of matters of business, his inexperience of the stratagems of political managers, and the very slight interest which his thoughts could take in such things, have made him less conscious of the part he has performed, than almost any other man would have been. This we think from his known tastes and character; and it is the only theory upon which we can account for the temerity of the outcry raised by him

and his friends at his removal,—a liability to which all political office-holders are subject, and to which men of Mr. Hawthorne's true manliness of character have learned to submit with dignity and in silence. The manner in which his political friends made use of him in the Salem Custom House, the part they required him to perform, and the position into which they brought him, as described in this document, authorized and compelled the friends of the administration to demand his removal, all other means having failed to reach the control of that establishment. His personal and literary friends, living in distant or other places, however great their pretensions, who have attempted to overrule and to bring reproach upon the whigs of Salem, in the matter of his removal, cannot escape the condemnation of a rash and overweening interference; and instead of obtruding themselves between the government and its supporters in this city, and dictating to both, ought to be thankful that Mr. Hawthorne is withdrawn and delivered from influences and connections that made him officially responsible for acts most uncongenial with his nature, and unworthy of the reputation as one of the most amiable and elegant writers of America, which his fellow-citizens, of all parties, cherish and appreciate, and none more than the whigs of his native city.

The circumstances that have now been brought to the notice of the honorable Secretary of the Treasury sufficiently prove that political influences and considerations were allowed to effect Mr. Hawthorne's official conduct. They have been stated with no unkind feeling towards him, and with much regret that the interference of strangers, having no justifiable call to meddle in our affairs, has been so far heeded by the government as to require such special and personal representations.

The following extracts from the records of a joint meeting, very fully attended, of the Whig Ward Committees and the Government of the Taylor Club, continued at adjournment, will make known to the Department, in an official shape, the mature and deliberate views and wishes of the friends of the administration in this city

and show the authority under which this memorial has been addressed to the honorable Secretary of the Treasury

For the Committee,

CHARLES W. UPHAM.

This "Memorial" is a curious medley of bitter charges of partisanship, political "corruption", "dishonesty", "fraud" and "iniquity", mingled with professions of profound admiration, respect and honor, exoneration and exculpation, sympathy and apology. The surveyor is charged with flagrant "extortions and corruptions"; with "originating the practice", and "personally conducting it and carrying it on"; with having "robbed the inspectors under him who were of the opposition party; with having "oppressed them systematically", and "outraged their feelings". Having charged that Hawthorne personally supervised all these wicked outrages and thus relieved their minds of pent-up feelings, the writers of the Memorial, in the next paragraph, proceed to say that "we are disposed to believe him to have been to a great extent the abused instrument of others". They are quite sure that "he could not have been fully aware of the nature of acts which artful agents behind him were originating, and using his official hands to execute". Having called him an extortionist, robber, corruptionist and oppressor, and charged him with personally supervising such crimes, we are regaled with glowing sentences about his "true manliness of character". His friends are kindly informed that they "ought to be thankful that Mr. Hawthorne is withdrawn and delivered from influences and connections that made him responsible for acts most uncongenial with his nature". Language fails one in an effort to characterize such fulsome laudation directly following most unfounded, cruel and untrue aspersions, for the charges made in this "Memorial" were not true, and no evidence has ever been produced by Mr. Upham or any one else to corroborate them. In fact there is not, so far as the records indicate, any attempt to reply to these refutations. Mr. Hawthorne specifically and categorically and beyond all question proved their falsity. Witness after witness, including some of the

most honorable and honored men of the Whig party, de-
fended them from their own personal knowledge. The very
inspectors who were cited in the "Memorial" as wit-
nesses against Hawthorne in the matter of the "notice"
of certain other inspectors suspending them during the
winter season, signified their willingness, if called upon
at any time, to exonerate the surveyor from all blame
and to refute the charges made by Upham and others.
Mr. Hawthorne's assailants never called upon them for
any statement.

One naturally asks whether the hand which drew the
indictment so strongly, so cruelly, was the same that wove
the beautiful mantle of charity and draped it over Na-
thaniel Hawthorne, and at the same time penned that
bitter attack upon his friends, "personal and literary",
who rallied to his defence.

There are some interesting sidelights on partisanship
and party control of public offices at that period in this
correspondence. Hawthorne is denounced as a partisan,
who, for party purposes and to reward the ever faithful,
had prostituted his office and had committed the long
series of acts enumerated above, and for that reason his
removal was demanded, in order that the demandants, the
Whigs of Salem, might "obtain our rightful authority
over the Custom House". Blessed be civil service re-
form; all honor to George William Curtis, Carl Schurz,
Edwin L. Godkin, and the host of others who fought for
the reform during a whole generation. Today we neither
know nor care whether our custom house packages and
our mail are passed out to us by a Republican, Democrat,
Progressive, Prohibitionist, or Socialist, so long as they
reach us promptly and inexpensively.

In this voluminous "Memorial", and presumably in
the personal representations made by those gentlemen
who visited Washington in behalf of a change in the
Salem surveyorship, three specific allegations are made.
It was alleged that Hawthorne was not appointed by
reason of his literary attainments, but because he was a
partisan; that he had participated in political meetings
and served on political committees, and that he had con-

tributed to Democratic publications. Not one of these charges was substantiated by the facts, as men of both parties testified.

One unique feature of this case is bluntly stated by John Chapman, editor of the "Register" in Salem, in his letter to the Treasury Department in Washington, when he writes that the collector of customs at Salem refused to make any removals in the force of employes in the local custom house for party purposes until such time as removals had been made by the government. Hence the insistence of the Whigs of Salem that the administration should remove some one at once, and the man they marked for such sacrifice was Hawthorne, whose office came under presidential supervision and not under that of the collector. If the government at Washington dismissed him they were assured that the collector would proceed to turn out some minor employes and make room for "the victors". This course of action differs only in method from that pursued by other administrations of both parties whenever opportunity offered. The Whigs were not more zealous for custom house offices at that period and long after than were the opponents whatever political designation they might bear. It was part of the "spoils of victory" then.

It did seem to Hawthorne and his friends particularly unjust that, in addition to being dismissed from office, he, who of all men loathed politics, and whose interest in the subject was so slight that he seldom voted, and never attended political rallies or participated in any way in political affairs, should be charged with "offensive partisanship" and with conducting the office which he held for the benefit of his party and its workers. Mr. Hawthorne wrote two letters defending himself against charges that had been made, either in the "Memorial" or in the press. One of these was to Hon. Horace Mann of Newton, a Whig congressman, who had married his wife's sister, Miss Peabody. The other was to Hon. George S. Hillard of Boston, another prominent Whig, who had warmly espoused the cause of the Salem surveyor. Hawthorne wrote, in a letter to Mr. Mann, under date of June 26, 1849:—

I should be unwilling to have you enter into treaty with Mr. King, Mr. Upham, or other members of the local party, in my behalf. But, on returning here, I found a state of things rather different from what I expected: the general feeling being strongly in my favor, and a disposition to make a compromise, advantageous to me, on the part of some, at least, of those who had acted against me.

The Essex Register of yesterday speaks of an intention to offer me some better office than that of which I have been deprived. Now I do not think that I can, preserving my self-respect, accept of any compromise. No other office can be offered me that will not have been made vacant by the removal of a Democrat; and even if there were such an office, still, as charges have been made against me, complete justice can be done only by placing me exactly where I was before.

I did not intend to involve you in this business, nor, indeed, have I desired my friends to take up my cause; but if, in view of the whole matter, you should see fit to do so, as Mr. Mills advises, I shall feel truly obliged. Of course, after consenting that you should use your influence in my behalf, I should feel myself bound to accept of reinstatement, if offered. I beg you to believe, also, that I would not allow you to say a word for me if I did not know that I have within my power a complete refutation of any charges of official misconduct that have been or may be brought against me." * * *

But it is said that I notified the inspectors of their suspension by a certain person, who is named. I have required an explanation of this person; and he at once avowed that, being aware of this contemplated movement, and being in friendly relations with these two men, he thought it his duty to inform them of it, but he most distinctly states that he did it without my authority or knowledge, and that he will testify to this effect whenever I shall call upon him so to do. I did not enquire what communication he had with the two inspectors, or with either of them; for I look upon his evidence as clearing up, whatever may have passed between him and them. But my idea is—I may be mistaken, but it is founded on

some observation of the manoeuvres of small politicians, and knowing the rigid discipline of custom houses as to party subscriptions—that there really was an operation to squeeze an assessment out of the recusant inspectors, under the terror of an impending removal or suspension; that one of the Inspectors turned traitor, and was impelled, by the threats and promises of Mr. Upham and his coadjutors, to bring his evidence to a pretty direct point on me; and that Mr. Upham, in his memorial to the Treasury Department, defined and completed the lie in such shape as I have given it above. But I do not see how it can stand, for a moment, against my defence.

“The head clerk—the same Mr. Burchmore whose letter I transmitted to you—was turned out a week ago, and will gladly give his evidence at any moment, proving the grounds on which I acted. The other person, who is said to have acted as messenger, is still in office as weigher and gauger, at a salary of fifteen hundred dollars per annum. He is a poor man, having been in office, and expended all his income in paying debts for which he was an endorser, and he now wishes to get a few hundred dollars to carry him to California, or give him some other start in life. Still, he will come forward if I call upon him, but of course would rather wait for his removal, which will doubtless take place before the session of Congress. Meantime, I have no object to attain, worth purchasing at the sacrifice he must make. My surveyorship is lost; and I have no expectation, nor any desire, of regaining it. My purpose is simply to make such a defence to the Senate as will ensure the rejection of my successor, and thus satisfy the public that I was removed on false or insufficient grounds. Then if Mr. Upham should give me occasion—or perhaps if he should not—I shall do my best to kill and scalp him in the public prints; and I think I shall succeed.”

Here is the order temporarily suspending certain “temporary inspectors” from duty because of the coming on of winter, referred to in the “Memorial” as “suspend ing them from office” :—

NOTICE.

Surveyor's Office, Salem, Nov., 1847.

The services of temporary officers being seldom required at this season of the year, Messrs. Millett and Lindsley will consider themselves relieved from duty, after the discharge of the vessels on which they may be at present engaged, unless the permanent Inspectors are all employed.

NATHANIEL HAWTHORNE,
Surveyor.

The letter to Mr. Hillard was written two days before it came to Mr. Mann, and may be taken to be Hawthorne's full defence against the attacks of his enemies. It is as follows :—

Salem, June 18th, 1849.

My Dear Hillard :—There is an article respecting me in the Boston Atlas of Saturday, which seems to require some reply from my pen, and I choose to give my answer in the form of a letter to yourself, because I would be understood as speaking with a more than common carefulness in regard to the accuracy of what I say. For, what a man should I be, to stain Hillard, if I could dream of connecting your stainless integrity and honorable name with any statement which I did not believe to be strictly true !

The article first charges me with never having received the approbation of the Democrats of Salem for the Surveyorship ; a accusation which I do not think it necessary just at this time to repel. As respects the imputation of having been an office-seeker, I would say, that while residing at Concord, I was earnestly and repeatedly urged to become a candidate for the post office in Salem, by a person who claimed to be the representative of the great majority of the local Democratic party. My consent being reluctantly given, the attempt was made and failed ; not from any defect in me, as a candidate, but because the incumbent—my present esteemed friend, Dr. Brown—contrary to what had been told me, was an excellent officer, and had the great bulk of the party with him. Subsequently, and without solicitation on my part, two offices were successively tendered to me by Mr. Bancroft, each of them more emolument than the one which it afterward suited me to make.

The article further says that my predecessor in the Surveyorship was a Whig. Mr. Nehemiah Brown, the gentleman in

question, obtained the office through the following succession of changes : Mr. Daniels, a Whig, appointed in 1840, had been succeeded after the Tyler revolution by the late Mr. Edward Palfry, a Democrat, who held the office for a considerable time during the recess of the Senate. The nomination of Mr. Palfry not being confirmed, Mr. Geo. W. Mullet, another Democrat, was nominated by President Tyler, and likewise rejected by the Senate. The President, in this emergency, having no opportunity to take the wishes of the local party, and the session drawing to a close, nominated Mr. Brown, who, then and subsequently, was one of that peculiar class of politicians styled Tyler Democrats. I refer, in proof of his Democracy, to the records and members of the Hickory Club. I refer to a crowd of witnesses, as well Whigs as Democrats. I refer, among others—and I am most happy so to do—to a gentleman now very prominent and active in our local politics, the Rev. Charles Wentworth Upham, who told me, in presence of David Roberts, Esq., that I need never fear removal under a Whig administration, inasmuch as my appointment had not displaced a Whig. Lastly, I refer, frankly and fearlessly, and with entire confidence in his response, to Mr. Nehemiah Brown himself.

In the second year of President Polk's administration, Mr. Brown was removed, and succeeded by myself—not on any charge derogatory to his character, but simply because, as was the predicament of many other Tyler Democrats, his appointment had not been based on any mode of selection by the local party.

I am further accused of having been an active politician while in office ; in proof of which it is averred that I have been a member, during two years, of the Democratic Town Committee, and a delegate, last year, to the Democratic State Convention. As respects the latter, I do not remember ever being chosen a delegate to that or any convention, and certainly never was present at one in my whole life. I do remember having seen my name in the Salem Advertiser as a member of the Democratic Town Committee ; but I never was otherwise notified of the fact, never attended a meeting, never acted officially, and have no other knowledge of my membership than having seen my name as aforesaid. I never in my life walked in a torchlight procession, and—I am almost tempted to say—would hardly have done anything so little in accordance with my tastes and character, had the result of the Presidential election depended on it. My con-

ditions to the Salem Advertiser have been a few notices of facts and other miscellaneous paragraphs, perhaps a dozen in all; never a single line of politics. I have ceased, for upwards of three years, to write for the Democratic Review, and never did write a political article for that or any other journal or newspaper; nor an article that had the remotest reference to politics, with the single exception of a biographical sketch of Cilley, written at the request of the editor, as a tribute to the memory of an early and very dear friend.

The article further insinuates, as I apprehend it, the charge of fraud or dishonesty against me, and refers for proof to the Blue Book, where, as it affirms, the Democratic officers of the Custom House appear to have received larger amounts than the Whigs. In reply I have merely to state that the emoluments of the officers are strictly and necessarily commensurate with the amount of service rendered; and that, in all matters relating to this point, I have been under the constant supervision, as well as general direction, of Col. Miller, Chief, the Deputy Collector, and now the Collector of the port.

I have thus, I believe, responded to all the charges, point by point. I am happy that my accuser has given me the opportunity, and should have been still more so had he come forward under his own name, and met me, face to face, before the public. But now, if he be a gentleman,—as not improbable he may be,—he will be willing, I trust, to acknowledge the slanders of private animosity and the distorting medium of party prejudice may have deceived him as to my position, my conduct and my character.

This frank acknowledgment is all I ask.

Affectionately yours,

NATH'L HAWTHORNE.

George S. Hillard, Esq., Boston.

At one time during this controversy Hawthorne contemplated a suit against Upham for slander or libel, but he appears to have concluded that he could get vindicated, if not vengeance, more effectively, more expeditiously and at less expense by flaying his antagonist with the pen.

The following letters and extracts from correspondence will illustrate the interest taken in Hawthorne's removal:

Boston, 9 June, 1849.

Hon. Wm. Meredith,

Secretary of the Treasury, U. S. A.

Sir :—I hope I shall not be thought to presume too far expressing a strong hope that it may not be too late to reconsider the case of Mr. Hawthorne of Salem. He is a young man of the finest genius—a writer of rare beauty, & merit of fame, a person of the purest character, & in politics perfect quiet & silent. If it be possible to retain him I think the best interests of the party & of the public would be served by it. The office was given as a compliment to letters & genius & I earnestly hope it may be continued on the same generous & graceful policy.

I am with the highest regards,

Your obedient servant,

RUFUS CHOATE.

George S. Hillard, on June 20, wrote to Daniel Webster a letter which the great New England statesman filed with the Treasury department, in which he stated that Mr. Hawthorne had performed the duties of his office to the entire satisfaction of his superior officer and to the community; that he had taken no part in politics and had voted only twice since he had held the post. He had had nothing to do with the tactics and machinery of political organization. He adds this significant sentence: "I happen to know that a member of the Democratic party has stated that if Gen. Cass had been elected Hawthorne would probably have been removed for his lukewarmness and apathy in their behalf." Mr. Hillard was a Whig of some activity in party affairs.

Hon. Horace Mann of Newton, the famous educator, scholar and statesman, then a Whig member of Congress, wrote to Secretary Meredith, enclosing a letter from Hawthorne disclaiming partisanship and denying participation in political affairs, and also enclosing a letter from the Democratic committee chairman, and one from Mr. Burroughs. For all these men Mr. Mann vouches as to the respectability and truthfulness, and adds, of his own knowledge: "I know that active partisanship is utterly repugnant to Mr. Hawthorne's nature, and that, having received his appointment in recognition of his literary

character, he had held it to be morally wrong to administer it as a politician. The question then arises whether it becomes the administration of General Taylor, after all his declarations about being the President of the nation and not of a party, and especially after the solemn, oath-like assurances contained in his inaugural, to remove officers for opinions' sake. Will not such a measure harm the author a thousand times more than it will the object? The general opinion of the Whigs here, so far as I can learn, is that the administration, in this instance, has been imposed upon; and that it will rejoice in any information that will save it from taking a wrong step."

John Chapman, editor of the "Salem Register", a Whig paper, told the Department, in a letter written on June 30, 1849, that "to those who had not been aware of all the facts in the case, the sudden removal of Mr. Hawthorne did appear rather extraordinary, and it was deemed a matter of regret by some that the first blow struck at Locofocoism in this quarter should have fallen on him—and on him alone—but just so far as the facts and circumstances of the case become known there is a more ready and general acquiescence in its propriety." Mr. Chapman here confirms the statement of Mr. Holbrook about the "secrecy" of the removal of Hawthorne, which appears to have been as much a surprise to leading Whigs as to Hawthorne and his friends themselves.

From the office of the "Salem Advertiser", on June 30, 1849, Eben N. Walton, the editor, wrote as follows to Mr. Hawthorne himself:—

Dear Sir:—I have been not less surprised than flattered to notice that the authorship of the political articles published in the humble journal with which I am connected have been attributed to you; and I have taken the liberty to address to you a letter denying that you have ever written a line of political matter for the Salem Advertiser. As you are aware, since I have occupied the editorial chair of the Advertiser,—a period of about three years,—only two articles from your pen have appeared in its columns: one a notice of a dramatic company, the other a notice of Longfellow's "Evangeline"

I am also surprised to hear you charged with being a partisan leader, while every one acquainted with your character and habits knows that, so far from taking an active part in politics, you have never attended any meetings or conventions of the party, and have frequently neglected even the privilege of the American citizen at the ballot box.

Respectfully yours,

EBEN N. WALTON,

Editor Salem Advertiser.

J. L. O'Sullivan of New York, one time editor of the "Democratic Review", wrote to Secretary Meredith that he could "testify to the truth of the statement that Hawthorne never wrote a political line for that work."

"A Zealous Whig—Original Supporter of Gen. Taylor", as he signed himself, wrote to the Secretary of the Treasury that Hawthorne was "A man who never wrote a line of party politics, and who never took any part or interest in political contests, further than to give his vote at the polls twice or thrice in the course of his life."

Benjamin Barstow, Z. Burchmore, jr., William B. Pike and B. F. Browne, prominent Democrats, in a letter on behalf of Hawthorne, said, "And we further certify that it is a well known fact among our party friends that the strongest objection that was ever made against him by the Democratic party here arose from the circumstances that he would never take any part in our local politics."

Mr. Burchmore, on July 29, 1849, wrote a letter to Mr. Hawthorne in which he said that the Whig party in Salem had always charged him—Burchmore—with doing everything pertaining to party management with the offices at the custom house, and added: "Mr. Chapman, the editor of the Register, admitted this in a conversation with one of the officers, whom I suspect he was attempting to bribe with the hope of holding his office if he told a good story against you. I say Mr. Chapman admitted that he knew I was the one, but that it was necessary just now to lay it at your door".

George Ticknor, Spanish scholar and author, of Boston, a Whig himself, in a letter dated June 19, 1849, testified that Hawthorne was a "retired, quiet and inoffensive

ocrat; rarely voting and never writing political articles for the newspapers or other periodicals of his party". Henry Holbrook, a prominent Salem Whig, accused the Department of removing Hawthorne "almost secretly". "I thought", he writes, "and still think, with the highest respect for the good and upright intentions of the Department, that the removal, made as it was almost secretly, certainly very privately, so far as the Whigs of Salem were concerned, was a most unfortunate mistake".

He says he learns that "great misrepresentations were made in regard to Mr. Hawthorne's political character and services, by which signatures were obtained to the petition asking for his removal. So far from his interference in any way, he has been so remarkably quiet that his own political brethren have been frequently out of sympathy with him for his want of sympathy and services to them". Mr. Holbrook, in another letter written shortly after the above, declared himself to have been a lifelong Whig, and said of Hawthorne: "He has entirely abstained from all that offensive interference in political disputes which makes the locofoco office holder worthy of removal, and it is not less a source of regret to his mere literary friends than to the great majority of the Whigs of Salem, that the fiat has gone forth which removes him from a position which he has never disgraced".

Such is the story of the removal of Nathaniel Hawthorne from the office of surveyor of customs of the port of Salem as gathered from the correspondence with the departmental authorities at Washington, and from articles published in the press of the day. It appears not to have been a purely partisan affair. Many Whigs quietly assisted his Democratic friends in securing the original appointment, most of whom were strongly opposed to his dismissal, as much so as any of his Democratic supporters. On the other hand, his appointment was distasteful to certain prominent Democrats, and they were not over-enthusiastic in their zeal for his continuance in office. In 1849 by the Whig administration. They believed, not only that "to the victors belonged the spoils of office", but even more, that "victors" in this case

meant those only who had been active party workers in the political field.

Possibly "The Scarlet Letter" was in Hawthorne's mind in fragmentary form when he left the custom house, but he certainly had not written it, and it is doubtful whether he would have done so during the succeeding four years had he remained in office to the end of the new presidential term. There was some measure of truth, evidently, in the naive suggestion of Mr. Upham and his fellow "memorialists" when they said that it was for Hawthorne's own good that they sought his removal and opposed his reinstatement. That they had his welfare or the public good in mind at any time is, of course, entirely improbable and unbelievable. Their action was clearly dictated by personal and political motives.

NEWSPAPER ITEMS RELATING TO ESSEX COUNTY, MASSACHUSETTS.

(Continued from Volume LII. page 280.)

Ing's Arms Tavern. WILLIAM GOODHUE, accounts the Public that he has lately opened as a Tavern, a large commodious House very pleasantly and conveniently situated in the Center of the Town of SALEM, and known by the Name of the

KING'S ARMS.

Where all Gentlemen Travellers and others, who please to favor him with their Custom, may depend on the best Entertainment and heartiest Welcome.

Boston Evening Post, May 18, 1767.

SALEM, MAY 9, 1767. GEORGE DEBLOIS Accounts his Customers and others, That he has just received a large and complete Assortment of English, French, and Hard-Ware GOODS, imported in Captain Ashall from London, consisting of a great Variety of Articles, which he will sell as CHEAP as are to be had in any Store or Shop in this Town, or in the Town of BOSTON.—*He deals only for READY MONEY.*

Supplement, Boston Evening Post, May 18, 1767.

We hear from Gloucester that on the 10th Inst. died the late William Stevens, Esq; in the 54th Year of his Age. He was a Gentleman endowed with many valuable Qualities and Dispositions of Mind; Exalted Sentiments of Piety, Humanity, Probity, Generosity and Benevolence, animated him with many noble Resolves, and prompted him to vigorous Exertions in the Discharge of the Duties of every Station and Relation he Sustained. As a Representative of the Town for Several Years he was highly approved; his Deportment as a Magistrate, as a Hus-

band, a Father, and a Friend, merited Praise and Imitation.

Boston Evening Post, May 25, 1767.

THE Town of Haverhill, having seen in many of the Public Papers high Encomiums on the conduct of the late General Assembly, *and not having been particularly instructed who they ought to choose*, thought the Public Interest would be best served by sending their former Representative again, and accordingly last Tuesday unanimously made choice of Richard Saltonstall, Esq; to Represent them in the General Court the Year ensuing.

Boston Evening Post, May 25, 1767.


Thomas Sommerville, from *London*, begs Leave to acquaint all Gentlemen, Ladies and other Travellers, as the Season is now opening, that he still keeps *The Indian King Tavern* and *London Coffee-House* in *Salem*, opposite the Town-House and near the School-House, where he begs the Continuance of all Gentlemen, Ladies and others who have favour'd him with their Custom, where the genteelest Usage and good Accommodations may be depended upon and gratefully acknowledged, by

Gentlemen and Ladies,

Your most obedient and obliged humble Servant,
Tho' Sommerville.

N. B. Mr. *Stivers* the Post puts up here every Tuesday and Saturday in the Forenoon, where all Packages, &c. will be carefully delivered.

Boston Evening Post, May 25, 1767.

 *TO-MORROW* will be published, An Account of an Ecclesiastical Council, so called, convened in the first Parish in *Newbury*, March 31, 1767: And again upon Adjournment on April 21st following. To which is annexed, *A Minister's Appeal to his Hearers, as to his Life and Doctrine*; being a Discourse upon Acts xx. 17-21. By JOHN TUCKER, A. M. Pastor of the first Church in *Newbury*.

N. B. In the Account of this Council, their Result, at their second Desire, is inserted at length, and a variety of Remarks subjoined.

Boston Evening Post, May 25, 1767.

stray'd or stollen out of the Town Pasture in *Salem*, a Mare about 14 Hands high, her Mane & Tail somewhat lighter colored than her Body, had a Blaze in her forehead, & her Fore Feet white from the Foot lock out downwards, trots and paces, very light of Foot, but nine or ten Years old, was lame in the off Foot, but the Foot-lock Joint, and had no Shoes on when she got away. Whoever shall take up said Mare and convey her to Ebenezer Putnam of said *Salem*, shall be well rewarded.

Salem, May 29, 1767.

Last Saturday morning died at Lynn, after a few Days illness, aged 39 Years, *Nathaniel Henchman*, Esq; Physician, and one of his Majesty's Justices of the Peace for the County of Essex:—A Gentleman whose superior Abilities rendered him not only very useful to Mankind, but greatly endeared him to all his Friends in Life, and universally lamented in Death.—His Remains are to be interr'd on Tuesday next.

Boston Evening Post, June 1, 1767.

We hear from Marblehead, that last Tuesday Morning a Child about three Days old, was found drowned in a Well there; and that diligent search was making for the Mother.

Boston Evening Post, June 8, 1767.

Robert Alcock, from LONDON, Has imported in the *Pratt*, Capt. *Freeman*, a Large assortment of Irish Linens, Checks, Chints, Hosiery, &c. &c. which goods will be sold exceeding cheap by Wholesale or Retail for Cash only, at his Shop opposite the *Kings-Arms* in SALEM.

J. B. Best *BOHEA-TEA* as Cheap as in the Town of Boston.

Boston Evening Post, June 22, 1767.

Salem, July 14, 1767. This Day died Mr. Timothy Ore, who has been for a Number of Years a considerable Merchant here.

Boston Evening Post, July 20, 1767.

Messrs. Fleets, 'Tis of great importance that the officers of every department in public government be acquainted with their duty; and as the direction in the province tax bill to assess real estate is variously construed (the words are—"And in making said assessment to estimate houses and lands at six years yearly rent whereat the same may be reasonably set or let for in the place where they lye") the assessors of many of the towns in this province suppose the *six years* is to serve as a rule only to ascertain the yearly value by, at a medium so that 20 £ per annum of real estate, with them, pays no more than the same income by *money* or other personal estate; this may be thought too little for real estate to pay. It has generally been the practice of this town to multiply the yearly income by 6, and that product set down in the invoice or general estimate, in which case the real estate pays six times so much as the same income in any other way, which has always appeared to me to be too great a difference: But by the account of this matter given in your paper of June 22d last, the method of taxing in your town of Boston is still more severe.

It were to be wished the general court would be pleased in their yearly tax bill to explain that matter; but in the mean time, as the other towns of the province are apt to catch the example and follow the lead of the capital, and as the time for making the yearly tax is approaching, 'tis desired that the assessors of your town of Boston would, by means of your paper, oblige the public with their method of taxing real estate, and how they understand that part of the tax bill, which will be likely to serve as a guide to the assessors of the several towns.

And they will very much oblige their most humble servant,

Marblehead, July 31, 1767.

N. Bowen.

Boston Evening Post, August 17, 1767.

Arrived at Quebec, the Captains Phillips, Watt, and Torrey, from Boston; Newhall and Lawson from Newbury; Row from Salem.

Boston Evening Post, August 24, 1767.

(To be continued.)

EDWARD LUMAS OF IPSWICH, MASS., AND SOME OF HIS DESCENDANTS.

COMPILED BY GEORGE HARLAN LEWIS FROM THE NOTES
OF ELISHA S. LOOMIS, PH. D.,* WITH ADDITIONS
BY CHARLES A. LUMMUS.

EDWARD LUMAS, born in England about 1606, came from London in the "Susan and Ellen" in 1635, with Richard Saltonstall and Thomas Wells. He was a weaver and a "no subsidy" man who took the oath in April, 1635. Parker says he came from Wales.† He had four sons: Jonathan and Samuel who lived in Ipswich, Mass., Edward who went to New Jersey, and Nathaniel of Dover, N. H.,

In my researches for data relative to the Loomis Family in America I have incidentally collated the following, being some of the descendants of one Edward Lumas, who was a settler of Ipswich, Mass., as early as 1648. Somewhere I found recorded this: The descendants of Edward of Ipswich generally spell their name variously. But I have found the name spelled variously, as follows: Lomas, Lomax, Lumas, Lumax, Loomis, and Lummis, and more so than Lummus than otherwise, as the following catalog shows. The many names are missing from this catalog is regrettably true; but it is better to preserve now what I have than to trust to the future for the discovery of those missing ones, and when the catalog falls into the hands of some one of his descendants, I trust they will supplement what I have found and send such data to me for future use. "Those who come of an old and honorable family must feel the welcome pressure of good traditions, the *noblesse oblige* of the aristocracy."

ELISHA S. LOOMIS,

Berea, Ohio.

This without doubt is an error. Edward Lumas probably was the son of Edward Lomys and Alice Perie, who were married Aug. 1593, in the Parish of St. Mary, Bocking, Essex. The family name is spelled variously on the parish registers—Lomys, Lummis and Lumys. Rev. Nathaniel Rogers was curate of this church, but was dismissed because of his scruples against wearing the surplice, and came to New England, where he was ordained pastor of the church at Ipswich, Feb. 20, 1638. Seventeen members of his Bocking church also came to America, among them Edward Lumas.

CHARLES A. LUMMUS.

and a daughter Frances, who married John Sherrin (Sherwin). Edward Lumas settled at Ipswich, where he was a General Denison subscriber in 1648; witness to the wills of Mark Quiller and Danyell Warner in 1653; grand juryman in 1660, 1663 and 1669, and constable in 1661 and 1662. In 1661 he was granted liberty to fall two white oak trees. On 26 March, 1662, he deposed that he was aged about 58 years. In 1664 he had one and one-half shares in Plum Island. In June, 1658, he signed a petition* with nineteen others against granting the renewal of a license for an ordinary to Corp. John Andrews. On 11 Feb., 1667, Edward Lomas, being a soldier against the Pequot Indians and not having any land granted to him as others had, the town granted unto him six acres of land. In 1658-59 he sold land to Lawrence Southwick of Salem, Mass.

In 1669, he was freed from ordinary training, paying a bushel of Indian corn yearly to the company use. On 28 Sept., 1669, he witnessed the will of Elder John Whipple. With Dea. Moses Pengry, he made an inventory, 4 Sept., 1668, of the estate of William Marchant. On 2 May, 1670, he witnessed the will of Miguel Cresie of Ipswich, and 23d June following he deposed that he was 64 years old. In 1662 his wife Mary deposed that her age was about 66 years. (See N. E. Gen. Reg., Vol. VII, pp. 77, 84, 255.) In 1677 Edward Chapman sold Edward Lummus "my dwelling house wherein s'd Lummus dwells", with barn and one and one-quarter acres, "the street called Mill St. towards southwest corner of Baker's lane" (Ipswich Deeds, 5:190). Edward Lomas conveyed to his son Jonathan, 25 May, 1682, his homestead, house, barn, and an acre of land, and twelve acres purchased of Mr. Cogswell (Ipswich Deeds, 4:466). His will (Ipswich Deeds, 4:476) states that the twelve acres were on the opposite side of the street. He died 29 August, 1682, at Ipswich. His will was probated 26 Sept., and the inventory taken 19 Sept., 1682, by Nathaniel Rust, Thomas Tousey and John Appleton. Value of the estate: £119. 15. 9.

*On this petition he spells his name Lumas. For photographic reproduction see IPSWICH HISTORICAL COLLECTIONS, Vol. XX, p. 20.

Children :—

JOHN.
 SAMUEL, b. 7 June, 1639.
 NATHANIEL, b. 1641.
 NATHAN, b. 1643.
 EDWARD.
 GRANCES; m. John Sherrin.

2 JOHN LUMAS, son of Edward, it is presumed married Mary, daughter of Capt. Wm. and Sarah Trask (New Eng. Gen. Reg., Vol. 55, p. 323). He lived in Ipswich from 1661 to 1714, and was a soldier in King Philip's war. John Lomase commenced a suit in Salem Superior Court, 20 Mar., 1658, against Capt. Wm. Traske for illegal possession and selling twenty acres of land, but the suit was withdrawn from court. John Loomis freed from common training in Nov., 1662, so long as he continued miller and paid 6 shillings yearly. (Essex Co. Court Records, Vol. 3, p. 15.)

3 SAMUEL LAMOS, son of Edward, was born 7 June, 1639 (*g.s.*), and married, 1st, in Ipswich, 18 Nov., 1666, Sarah Smith. He married, 2d, before 1679, Hannah (White) Divoll, widow of Ensign John Divoll who died in Lancaster, Mass., and was killed by Indians 10 Feb. 1675-6, while in charge of the Rowlandson garrison house. His wife was taken prisoner, and their children were taken prisoner or killed at the same time. Mrs. Divoll was ransomed from the Indians, 12 May, 1676. He died 22 Dec., 1709, aged 63 years. She was the youngest daughter of John and Joane White of Salem, Ipswich, and Lancaster. 2 July, 1717, Wm. Divoll and James Keyes, both of Lancaster, and Samuel Lummus Jr., of Ipswich, divided land and town rights in Lancaster, as full settlement of the estate of their late mother (Essex Co. Rds., Vol. 14, pp. 621-623). Samuel Lummus resided in what is now the town of Hamilton, then known as Ipswich Hamlet. He sold land to Joseph Quilter, 16 Feb., 1684, and testified in Ipswich Quarterly Court, 2 Apr., 1657, and 22 Mar., 1660-1. By an agreement with his son Samuel, on 15 Feb., 1709-10, both of Ipswich, in the ordinary duties, he confirmed to said son all his quick

stock of cattle, utensils for husbandry, and use of meadow ground, said son to pay £100 and pay all his father's debts. He died 24 Feb., 1720-21. Inventory of his estate, taken 22 Mar., 1722, £229. 07. 0 ; debts, £67. 16. 8 (Essex Probate Docket, 17,355).

Samuel Lummus (No. 11) gave bond, 17 April, 1721, in settlement of his father's estate. John and Matthew Whipple and Robert Wallis were appointed, 3 May, 1722, to make a division of the farm of Samuel Lummus of Ipswich, deceased, between his son Samuel and the remaining interest according to deed. The father's account against the son began 3 April, 1710, and ended 17 Feb., 1721. Elizabeth Lummus (No. 13) was allowed £20 on 9 May, 1722, for taking care of her father for eleven years. Daniel Maxwell and wife Sarah (No. 14) of Wenham, sold their interest in their father Lummus' estate, 23 May, 1722, for £40. Edward Lummus (No. 8) of Cohansi, in New West Garsey, yeoman, sold his interest in his father's estate, 29 May, 1723, for £20.

Children :—

8. EDWARD, b. 12 Oct., 1667, in Ipswich.
9. MARY, b. 10 Jan., 1669, in Ipswich.
10. TAMASIN, b. 1673; m. 13 July, 1704, John Penny, and d. 3 Dec., 1710, at Charlestown.
11. SAMUEL, b. 14 Feb., 1679, in Ipswich.
12. JOHN. Lost at sea.
13. ELIZABETH, d., unm., 1757. Will proved 27 June, 1757—Essex Probate Docket, 17,344.
14. SARAH, m. David Maxwell of Wenham.

4. NATHANIEL LAMOS, son of Edward, was born in 1641, and settled in Dover, N. H. His name is attached to a petition of citizens of Dover, in 1685, where it is spelled Lomax. In 1672 Nathaniel Lommatz was taxed in Dover. He married, second, Dec. 3, 1703, in Boston, Mehitable Cowell, who died July 2, 1706.

Children :—

15. NATHANIEL, b. 1690 (?)
16. SARAH, b. 1695(?); m. 2 Mar., 1721, Samuel Tibbetts.
- 16a. DELIVERENCE, b. 1705; was carried away by the Indians from Bunker's garrison, on May 22, 1707.

JONATHAN LUMMUS, son of Edward, was born in Ipswich, where he died 10 Aug., 1728, aged 5 years. His wife Elizabeth died 15 April, 1716. He was a soldier in King Philip's war. His father deeded to him his land and made him executor of his estate. He also came into possession of the original lot granted to Governor Dudley in Oct., 1635, by purchase 18 June, 1635 (Essex Co. Deeds, 24: 236), which he bequeathed to his son Jonathan (No. 18) by will probated 17 Aug., 1683 (Essex Probate Docket, 17,352.) He left to his daughter Mary Boles, £35; to his daughter Elizabeth Reddington and the heirs of her body, £35, if son-in-law Reddington pay a certain bond; if William does not, Elizabeth shall have only 5 shillings. The remainder of his estate was bequeathed to his son Jonathan. Children, born in Ipswich:—

EDWARD, b. 29 Nov., 1683; d. 4 Dec., 1683.

JONATHAN, b. 25 Oct., 1684; d. 15 Nov., 1684.

MARY, b. 4 Jan., 1686; m. (*int.*) 7 May, 1709, Samuel Bowles, and d. Oct. 19, 1747.

ELIZABETH, b. 1687; m. 2 (10), 1716, in Ipswich, Wm. Reddington, b. Topsfield, 13 Mar., 1691-2, son of Deacon Daniel. He d. 1745. She d. 31 Jan., 1772.

NATHAN, b. 1689(?).

EDWARD LUMMUS, son of Edward, was born in Ipswich. He settled in Cohanzy, Salem Co., N. J. The record of but one of his children is known.

EDWARD, b. in Ipswich.

FRANCES LUMMUS, daughter of Edward, was born in Ipswich, and married there, 25 Nov., 1667, John Sherwin, who was born in 1644, and died 15 Oct., 1726, aged 82 years. They both joined the church 12 April, 1674. He had granted him trees for fencing, 300 rayles, on 13 Nov., 1667; was seated in the meeting house in 1700, and was a commoner in 1707. He married, 2d, Mary Chandler, 30 Sept., 1691, by whom he had five children, and John had the designation of "senior." She was the daughter of Wm. Chandler of Andover. Children, by first marriage:—

MARY SHERWIN, b. Aug., 1679; m. 9 June, 1702, Caleb Foster.

24. FRANCES SHERWIN, b. 27 Jan., 1681-2; m. 23 Nov., 1696, Isaac Cummings of Topsfield.

25. SARAH SHERWIN, b. 8 Oct., 1683; m. 1 Oct., 1711, John, s of Dea. Joseph and Sarah (Whipple) Goodhue; 5 chn.

8. EDWARD LUMMUS, son of Samuel and Sarah (Smith) Lummus, was born in Ipswich, 12 Oct., 1660, and settled in Cohanzy, N. J. On May 29, 1723, Edward Lumus of Cohanzy, in New West Jersey, sold his claim on his father's estate in Ipswich, Mass., for £20. I find trace of but one (supposed) child:

26. EDWARD, b. 1733.

11. SAMUEL LUMMUS, son of Samuel and Hannah (White-Divoll) Lummus, was born in Ipswich, 14 Feb. 1679, and married (int.) 8 Dec., 1709, Mary Love [Leith of Boston, daughter of F. Leithe, who died 29 Nov., 1709, in her 58th year. He married, 2d, 27 Dec., 1746, widow Susannah Smith of Salem. He died 9 Dec., 1754 (leaving wife Susannah), in the Hamlet Parish in Ipswich, where he resided. His will (Essex Probate Docket, 17,356) dated 31 Jan., 1750, and proved 23 Dec., 1754, provided "wife Susannah to have and enjoy the four acres of land and buildings thereon described in an instrument dated 24 Jan., 1746, between me my s'd wife and Abel Garner, according to the true intent and meaning of said instrument which is in lieu of her right of dower". The homestead consisted of nine pieces, 93 acres, with building, farming tools, etc., £600. 00. 00. Son John was executor. Dame Hannah, wife of Ebenezer Killam, and Daughter Frances, wife of Francis Quarles, each had £46. 13. The two daughters to have bond due from John Leath and all household stuff; grand-daughter Mary Lummus had clock; Mary Killam had the chaise, and son John the remainder, both real and personal estate.

Children, born in Ipswich:—

27. MARY, b. 26 Oct., 1712; d. (bur.) Oct., 1736.

28. HANNAH, bapt. 20 Mar., 1714; m. (int.) 18 Oct., 1738, Ebenezer Killam of Boxford, where he lived. Chn.: (1) Mary E. Killam, b. 2 Feb., 1740; (2) Hannah Killam, b. 25 Sept., 1741; (3) Thomas Killam; (4) Nathaniel Killam, b. 22 June, 1743; (5) Hannah Killam.

- 2 SAMUEL, bapt. 28 July, 1717; d. (bur.) Aug., 1738.
 3 FRANCES, bapt. Feb.. 1719-20; m. 30 Sept., 1751, Francis, s.
 Francis Quarles of Ipswich, where they lived. He was
 bapt. 3 Aug., 1718; d. 30 Apr., 1787, ae. 68 y.
 3 JOHN, bapt. 23 Sept., 1722.
 3 NATHANIEL, b. 21 Feb., 1724-5; d. Aug., 1726.
 3 NATHANIEL, b. 12 Nov., 1727.

15. NATHANIEL LAMOS, son of Nathaniel, was born
 1690(?), and married Abigail Giles. He died in 1768
 Madbury, N. H., and was survived by his wife. He
 sared in the division of common lands at Dover, N. H.,
 i 1732, and in 1748, with son Samuel, was paid for
 killing wolves.

Children :—

- 2 SAMUEL, b. 6 July, 1721.
 3 ELIZABETH, b. 26 Mar., 1723.
 3 James, b. 10 Sept., 1725.
 3 SARAH, m. Ebenezer Drew.
 3 DELIVERANCE, b. 10 May, 1751; m. Stephen Varney, jr., who
 d. 30 Mar., 1787. (See New Eng. Gen. Reg., Vol. V, p. 212.)
 3 ABIGAIL, m. 1763, Seth Jacobs, who d. 23 June, 1781, at Dover,
 N. H.
 3 NATHANIEL, b. 17 May, 1741.

21. JONATHAN LUMMUS, son of Jonathan and Elizabeth
 ummus, was born in 1689(?), and married at Topsfield,
 9 July, 1716, Margaret, born 27 Oct., 1684, daughter of
 ea. Daniel Reddington of Topsfield. He died 4 Sept.,
 1769, at Ipswich. His will, dated 20 April, 1769 (Essex
 Probate Docket, 17,353), probated 25 Sept., 1769, gives
 son Daniel "a small piece of land out of homestead
 ljoining his" and also £6. 13. 4; to son John, £6. 13.
 ; to daughter Sarah Parley, wife of David Parley, £13.
 8; to daughter Margaret, £13. 6. 8. and all my house-
 old goods except one bed and what goes with it, use of
 ver rooms in east end of house, etc., keeping of a cow
 o long as she is single; to son Jonathan, sole executor,
 l the rest, residue and remainder.

Children, born in Ipswich :—

- .. SARAH, b. 14 Apr., 1717; m. David Perley. She was living in
 1789.

42. JONATHAN, bapt. 1 Mar., 1719; d., unm., 30 Apr., 1790. He inherited from his father the homestead of his grandfather Jonathan (No. 5). His will (Essex Probate Docket 17,354) gives to his brother Daniel a small piece of marsh land and £6.; to the children of my late brother John, deceased, £10 to be divided equally; to my sister Sarah Perley a "bead" and furniture; to my sister Margaret the S. E. chamber of my Mansion house, the support of a cow continually and £5. per annum during her unmarried state and all my household furniture and provisions, also £6. 13. 4; to my nephew Daniel Lummus, jr. half of my other estate; to my nephew Isaac Lummus the other half my other estate.
43. DANIEL, bapt. 20 Nov., 1720.
44. JOHN, bapt. 31 Mar., 1723.
45. MARGARET, bapt. 15 Aug., 1725; d. unm., Jan. 9, 1795.

22. EDWARD LUMMUS, son of Edward (No. 6), was born in Ipswich, Mass. He married Abigail Westcott and died, Feb., 1746, at Cohanzy, N. J.

Children:—

46. EDWARD.
47. ABIGAIL.
48. SAMUEL.
49. SARAH.
50. DANIEL.
51. MARY, m. James Davis; 10 children.
52. TAMSON.
53. LYDIA.
54. ELIZABETH.

26. EDWARD LUMMUS, son of Edward (No. 8), was born in 1733. He married for his second wife, Elizabeth Waters, and died May, 1803, aged 70 years, at Lower Penn's Neck, Salem Co., N. J.

Children:—

55. ANN, b. 1772; m. Burton Penton of Salem Co., N. J.
56. EDWARD, b. 1775; d. unm., aged 25 y.
57. JANE, b. 1780; m. Thomas Woodnutt of Salem Co., N. J.
58. SAMUEL, b. 1793.
59. PHILIP, b. 10 Nov., 1795.
60. SEELEY, b. 1797; removed to the West about 1830, and not heard from since.
61. ELIZABETH, b. 2 Feb., 1799; m. 13 Feb., 1819, John Lawson. She d. 29 Aug., 1864, at Salem, N. J.

6 MARIA, b. 19 Feb., 1801; m. David E. Williams, who d. Sept., 1848, at Salem, N. J.

31. JOHN LUMMUS, son of Samuel and Mary (Love) Lummus, was born in Ipswich, 17 June, 1722, and married (int.) 30 April, 1743, Hannah, daughter of Nehemiah Porter of Ipswich. He settled in Ipswich Hamlet, where he died 18 May, 1785. She died 14 Dec., 1787, in her 64th year. His will, made 30 Oct., 1773, proved 7 June, 1785 (Essex Probate Docket, 17,348), gives to wife Hannah her dower and all indoor movables and household furniture. The rest and residue of real and personal estate equally, saving to his eldest son John £100 thereout more in value by estimation than either of the others. To my eldest daughters, Mary Lamson and Elizabeth Shepard, £60 each in addition to what I have given them. To my two daughters Hannah and Sarah, £100 each. Value of real and personal estate, £3,377. 11. 9. The will of widow Hannah Lummus, made 27 April, 1787, proved 4 March, 1788 (Essex Probate Docket, 17,347), provided "that each of my sons, John Lummus, Samuel Lummus, Aaron Lummus, and Porter Lummus, also my two eldest daughters, Mary Lamson and Elizabeth Shepard, be desired to accept some small memorials of me of the value of five shillings each". The residue was bequeathed to two daughters Hannah Lummus and Sarah Lummus, to be divided between them in equal parts. Children, born in Ipswich Hamlet:—

1. JOHN, b. 23 June, 1744; settled in Rowley, and d., unm., Jan. 8, 1820.

2. MARY, b. 30 July, 1746; m. William Lamson, and lived at Mt. Vernon, N. H.

3. HANNAH, b. 27 May, 1749; d. young.

4. SAMUEL, b. 31 July, 1751.

5. ELIZABETH, b. 31 May, 1753; m. ——— Shepard, and lived at Amherst, N. H.; d. Jan. 16, 1838.

6. HANNAH, b. 27 May, 1755; unm.; d. 16 Aug., 1843.

7. DR. AARON, b. 17 Aug., 1757.

8. SARAH, b. 7 Aug., 1759; d. unm. 16 Apr., 1828.

9. PORTER, b. 9 Nov., 1763.

34. SAMUEL LAMOS, son of Nathaniel and Abigail (Giles) Lummus, was born 6 July, 1721, and married in

1744, at Hampton, N. H., Esther ——. He resided at Lee, N. H., and died in 1784.

Children : —

- 72. SARAH, m. — Meader.
- 73. ABIGAIL.
- 74. ESTHER, m. 1st, — Chesley; 2d, — Caldwell.
- 75. MIRIAM; m. Willey Hill, 1744; 10 chn.
- 76. JAMES; d. Dec. 3, 1836.
- 77. MOSES, d. Apr., 1840.

36. JAMES LAMOS, son of Nathaniel and Abigail (Giles) Lummus, was born 10 Sept., 1725, and married 27 Oct., 1763, Sarah Austin, at Dover, N. H., widow Nathan Austin. He died 15 Oct., 1776, at Madbury, N. H.

Children :—

- 78. STEPHEN (twin), b. 12 March, 1765,
- 79. KESIAH (twin), b. 12 March, 1765; m. 3 Jan., 1789, Enoch Hoag
- 80. JAMES, b. 18 Feb., 1767.
- 81. JOSEPH, b. 18 May, 1770; d. 27 Sept., 1774.

40. NATHANIEL LAMOS, son of Nathaniel and Abigail (Giles) Lummus, was born 17 May, 1741, and married 1 May, 1766, Abigail Roberts, who died 27 July, 1829. Lived at Dover, N. H., afterwards removed to Tufton borough, N. H., where he died 28 Oct., 1816.

Children :—

- 82. HANNAH, b. 23 Mar., 1767; m. 26 Nov., 1788, Thomas Roberts, who d. 25 June, 1822. She d. 26 Mar., 1850.
- 83. JONATHAN, b. 5 Jan., 1769.
- 84. LYDIA, b. 10 Sept., 1772; m. Thomas Spurling, who d. Mar. 1857. She d. 14 Aug., 1871.
- 85. SARAH, b. 23 Jan., 1779; d. 2 July, 1780.
- 86. ABIGAIL, b. 15 Aug., 1781; m. 28 May, 1803, Nicholas Pinkham, who d. 1 Jan., 1836. She d. 1864.
- 87. NATHANIEL, b. 3 Sept., 1785.

43. DANIEL LUMMUS, son of Jonathan and Margaret (Reddington) Lummus, was baptized 20 Nov., 1722 (Ipswich rds.), and married, 1st, Prudence Smith (int.) Nov., 1746, who died 16 July, 1766. He married, 2d, Feb., 1768, Elizabeth (Howe) Lakeman, who died 1 Nov. 1815, aged 80 years. He died 16 May, 1805, aged 84 years. His father bequeathed to him a small piece of land

make a conveyance to his barn, the rest of the estate going to his brother Jonathan (No. 42), who willed the old homestead to his nephews, Daniel, jr. (No. 88), and Isaac (No. 93), who were the fourth in succession to hold the ancestral home.

Children, born in Ipswich, by 1st wife :—

- 38 DANIEL, bapt. 30 Aug., 1747.
- 39 JOHN, bapt. 4 Mar., 1749; d., unm., 9 Oct., 1771.
- 90 ISAAC, bapt. 13 Nov., 1752; d. young.
- 01 LYDIA, bapt. 20 July, 1755; m. (int.) 22 Oct., 1779, Isaac Burpee of Haverhill, Mass. She d. in 1830 at Amherst, N. H.
- 92 LUCY, bapt. 16 July, 1758; m. (int.) 19 Feb., 1778, Jonathan Foster, jr. She d. in 1836, at Ipswich.
- 93 ISAAC, bapt. 13 Sept., 1761; m. 13 Nov., 1791, Patience Hodgkins. He d. 26 Nov., 1848, æ. 87 y., at Ipswich. No children.

Children, born in Ipswich, by 2d wife :—

- 94 WILLIAM, b. 19 Nov., 1768.
- 95 SARAH, b. 17 Feb., 1771; m. William Ball. She d. Mar. 20, 1839, at Salem.
- 96 MARY, b. Jan. 27, 1773; m. (int.) 29 Nov., 1800, Joseph Chapman; d. Mar. 18, 1856.
- 97 MARGARET, b. Feb. 9, 1781; unm.; d. Feb. 10, 1862, at Salem.

44. JOHN LUMMUS, son of Jonathan and Margaret (Ceddington) Lummus, was born in Ipswich (bapt.) 31 March, 1723, and married, 1st, 10 Dec., 1747, Mary Fulmer, who died 9 Sept., 1756. He married, 2d, 21 Sept., 1758, Ruth Averill, who died 4 Dec., 1773. He married, 3d, 5 Jan., 1775, Eunice Sessions, who died Apr. 9, 1791. He removed to Woodstock, Conn., where he bought land. He died Feb. 26, 1787, in Hampton, Conn.

Children :—

- 98 MARY, b. 23 Jan., 1748; m. Amos Chapman.
- 99 SARAH, b. 14 Apr., 1751; m. Henry Durkee.
- 00 JOHN, b. 4 Dec., 1754.
- 01 MARGARET, b. 17 Aug., 1756; m. William Durkee.
- 02 JONATHAN, b. 31 July, 1759.
- 03 RUTH, b. 16 Sept., 1760; m. Andrew Hebard; 6 chn.
- 04 WILLIAM, b. 30 Aug., 1763; d. 17 Jan., 1778.
- 05 ELIZABETH, b. 17 Jan., 1766; m. Joshua Martin.
- 06 DANIEL, b. 18 Aug., 1772; m. Olive Griffin. Removed South about 1800. (See New Eng. Reg., Vol. 13, p. 109.)

46. EDWARD LUMMIS, son of Edward and Abigail (Westcott) Lummus, married, 1737, Margaret Elmer. He died at Deerfield, N. J., in 1776. His will, dated 6 Feb., 1773, proved 28 Feb., 1776, bequeathed his estate to his wife Margaret, his five sons, Manoah, Edward, Ephraim, Parsons and Jonathan, and his five daughters, Margaret, Mary, Vashti, Esther and Lydia, but if either Esther or Lydia should die before arriving at age of 18, her part to be divided among the others. May 3, 1777, Margaret Loomis was appointed administratrix of the estate of Esther Lummus, late of Cumberland Co.

Children:—

107. MANOAH, m. 1779, Mary (Shaw) Elmer; d. (buried) Mar. 3, 1799.
108. ESTHER, b. 1758; d. 1777.
109. EDWARD, b. 1759; d. Mar., 1823; m. Apr. 15, 1786, Mary Elmer.
110. LYDIA, b. 1760; m. Ebenezer Lummis.
111. EPHRAIM, b. 1739; m. 1st, Louisa Mulford; 2d, Abigail Howell; d. May, 1822.
112. PARSONS, b. 1740; m. 5 July, 1779, Hannah Diamant.
113. JONATHAN, b. 1768.
114. MARGARET, m. 25 Sept. 1806, Varvasser Nixon; d. 1856(?); 8 chn.
115. MARY, m. Joseph Westcott; d. 25 Sept., 1806.
116. VASHTI, m. Eleazer Smith; d. May 15, 1816.

48. SAMUEL LUMMIS, son of Edward and Abigail (Westcott) Lummus, married Deborah —, and died in 1750 at Cohansy, N. J.

Children:—

117. SAMUEL, b. 22 Nov., 1736; d. Aug. 28, 1789.
118. DAVID, b. 1743.
119. HENRY, b. 1746.
120. MARY, b. 1748.

50. DANIEL LUMMIS, son of Edward and Abigail (Westcott) Lummus, married Judith —, and lived in Cumberland Co., N. J. He bequeathed his property to his wife Judith, his sons Jonathan and Daniel, and his daughters Sarah and Tamsen when they shall arrive at the age of 18, also his sons Ebenezer, Joseph, and his daughters Catherine and Hannah. Will dated June, 1764, proved 17 March, 1769. He died 1769, in Cumberland Co., N. J.

Children :—

1. JONATHAN, m. Susannah —. He was a corporal in the Continental Army (see N. J. Official Register, p. 130). He d. 1776, and his wife was appointed admx. Feb. 5, 1776.
1. DANIEL, b. 1747.
1. SARAH, b. 1750.
1. TAMSEN, b. May 14, 1758; m. Benj. Davis; d. July 17, 1797.
1. EBENEZER, b. May 6, 1748; d. Nov. 28, 1811, at Deerfield, N. J.
1. JOSEPH, b. 1760; d. Aug. 11, 1836; drummer in the Continental Army, 1777; afterwards captain of State troops. (N. J. Official Reg., pp. 136, 674, 874.)
1. CATHERINE.
1. HANNAH, b. 1751; d. Oct. 17, 1795.

58. SAMUEL LUMMIS, son of Edward (No. 26), was born in 1793, and married Eliza Valentine. He died in 1826, at New York City.

Children :—

1. MARIA W., b. Oct. 8, 1820; m. Daniel Wendell, New York, N. Y.
1. ELIZA, b. June 28, 1823; m. — Price, Brooklyn, N. Y.
1. JAMES V., b. Oct. 26, 1825; resided at Roseville, n. Newark, N. J.
- 1 a. MARGARET.

59. PHILIP LUMMIS, son of Edward (No. 26), was born 1 Nov., 1795, and married, 28 July, 1821, Mary Paulson. He died Jan., 1832, at Sharptown, Salem Co., N. J.

Children :—

1. ELIZABETH, b. 1 June, 1822; m. 1848, George Wright, Penn's Neck, N. J.
1. JOHN PAULSON, b. 18 April, 1825.
1. MARY JANE, b. 23 Mar., 1829; m. 1850, David Richer, Bridgeton, N. J.

66. SAMUEL LUMMUS, son of John and Hannah (Porter) Lummus, was born 31 July, 1751, and married, 24 Jan., 1775, Elizabeth Abbott of Andover, Mass., who died 18 Aug., 1821, or 1822, aged 66 years. He settled in Ipswich Hamlet, where he died 10 April, 1810. His will was made 29 March, 1810, and proved 7 May, 1810. (Essex Probate Docket, 17,357.) In the settlement, the widow Elizabeth had the improvement of one-half the real estate in Hamilton, the chaise and household stuff. Son Samuel had all real estate in Hamilton, Ipswich, and elsewhere. Son John had \$1200, when he had paid all

he owed on notes and book account. Son Ezra had \$500 when 21, and sent to learn a trade to be paid for out of the estate. Daughter Betsey had \$300, less \$204, already received. Daughter Tamma had \$300, less \$149, already received. Daughter Martha had \$300, when 18 or married. Daughter Clara had \$300, when 18 or married. Granddaughter Hannah Ward had \$400, when 18 or married. His son Samuel and Capt. Robert Dodge were executors. Inventory: real, \$6024.00; personal, \$7441.55; debts, \$1690.63. One-third set off to Widow Elizabeth.

Children :—

135. ELIZABETH, b. 4 Feb., 1776; m. 31 Dec., 1795, Daniel Cogswell, who d. 1 Feb., 1810. She d. 1866, at Brunswick, Me.
136. HANNAH, b. 4 Oct., 1777; m. 22 July, 1800, Joseph Ward, who d. Aug., 1802. She d. 15 June, 1803, at Hamilton.
137. SAMUEL, b. 7 Aug., 1779.
138. SALLY, b. 6 Aug., 1781; d. 9 Jan., 1791.
139. JOHN, b. 9 Dec., 1783.
140. TAMMY, b. 1 Sept., 1786; m. 11 Nov., 1805, Simeon Gammon of Wenham, Mass., who d. at sea in 1818; d. June 11, 1818.
141. MARTHA, b. 27 July, 1789; m. 7 Feb., 1813, Elisha Bennett of Union, Me. She died 20 Sept., 1814, at Bath, Me.
142. HARRIET, b. 23 Jan., 1793; d. 30 Dec., 1810, aged 18, at Hamilton.
143. EZRA, b. 26 April, 1795.
144. CLARISSA, b. 17 Mar., 1797; m. William Porter. She died 18 Sept., 1854, at Bradford, Mass.

69. DR. AARON LUMMUS, son of John and Hannah (Porter) Lummus, was born in Ipswich, 17 Aug., 1757 and married, 26 March, 1786, Mrs. Eunice Coffin of Cape Ann, who died 18 Nov., 1843, aged 84 years. In April 1831, she deposed that she was aged 70 years. He was a physician and settled in Lynn, where he died 5 Jan. 1831, intestate (Essex Probate Docket, 17,340).

Children, born in Lynn :—

145. CLARISSA, b. 6 Aug., 1787; d. 27 Aug., 1807.
146. HANNAH, b. 1 Feb., 1789; m. 15 April, 1817, Jonathan Ingalls. She d. 15 Feb., 1822.
147. DR. JOHN, b. 27 Aug., 1790.
148. REV. AARON, b. 26 June, 1792.

10. DR. EDWARD AUGUSTUS, b. 14 Dec., 1794; m. 1st, 15 Oct., 1823, Mary Rhodes, b. 11 Feb., 1801, dau. Amos and Elizabeth Rhodes, who d. 6 Sept., 1825, ae. 24 y. He m. 2d, 14 June, 1831, Frances Cutler of Cambridgeport. By act of Legislature, June 12, 1828, his name was changed to Coffin. A daughter, Elizabeth, d. 1 May, 1838, ae. 1 y., and he d. 31 Mar., 1845. He practiced medicine in Lynn.
11. GEORGE, b. 1 Nov., 1796.
12. ELIZABETH COFFIN, b. 16 Oct., 1798; m. 2 Apr., 1818, George Johnson of Lynn; d. Aug. 22, 1864.
13. SAMUEL, b. 1 Sept., 1800; d. 7 Sept., 1800.
14. CHARLES FREDERIC, b. 17 Aug., 1801; d., unm., 20 Apr., 1838, in Lynn.
15. THOMAS JEFFERSON, b. 22 Sept., 1803.

71. PORTER LUMMUS, son of John and Hannah (Porter) Lummus, was born 9 Nov., 1763, and married Susan Ashley of Claremont, N. H., where he settled, but afterwards removed to Springville, Susquehanna Co., Pa. (Porter Lummus at Amherst, N. H., is credited with three sons in the 1790 census.) He died 8 Nov., 1852. (See New Eng. Reg., Vol. 31, p. 431.)

Children :—

16. ALMA, b. Nov. 21, 1793, at Amherst, N. H.; m. Seth Hart, and d. June 4, 1824, at Deposit, N. Y.
17. SAMUEL, b. 1795; d., ae. 13 y, at Claremont, N. H.
18. JASPER, b. Feb., 1797, at Amherst, N. H.
19. GORHAM, b. 1799; d., unm., 1830, at Claremont, N. H.
20. HORATIO PORTER, b. 22 Jan., 1801.
21. CHARLES FOX, b. 6 Dec., 1802.
22. FAIRLEE, b. Aug. 27, 1804; m. Moses Overfield, and d. Feb. 27, 1865. He d. in 1860, at Braintrim, Pa.
23. JOHN Q. A., b. 1807.
24. HANNAH, b. July 8, 1808; m. Sidney Warren, and d. April 13, 1844, at Huntington, Pa.
25. SAMUEL ASHLEY, b. 1813.

76. JAMES LAMOS, son of Samuel and Esther Lummus, lived in Hillsboro, Vt. He married, May 10, 1783, Abigail, daughter of William and Anna (Green) Chase, who died Aug. 3, 1835. He died Dec. 3, 1836.

Children :—

26. ESTHER, b. May 25, 1784; d. Dec. 16, 1867.
- 27a. CHASE, b. July 11, 1789; d. Jan. 24, 1817; m. Sally Murphy.

165b. LYDIA, b. Sept. 4, 1791; d. Nov. 23, 1863.

165c. JOHN, b. Apr. 7, 1796; d. Oct. 5, 1828; m. Kezia Bedee.

165d. JAMES, b. Apr. 15, 1806; d. Jan. 23, 1862.

77. MOSES LAMOS, son of Samuel and Esther Lummus, married Judith Hill. He died in Apr., 1840, at Lee, N.H.
Children:—

166. JAMES, b. 17 Mar., 1796; m. Polly Bodge.

167. SAMUEL, b. 24 Mar., 1799.

168. NATHANIEL, b. 27 Mar., 1802.

169. JOHN, b. 10 May, 1810.

170. ESTHER, b. 1808; m. Alpheus Clay.

171. POLLY, b. 1811; m. Asa Clay, and d. in 1857.

80. JAMES LAMOS, son of James and Sarah (Austin) Lummus, was born 18 Feb., 1767, and married, 3 July, 1799, Mary Varney. He died in 1816, at Sandwich, N. H.

Children:—

172. ANNA, b. 1802; d., unm., 1830.

173. KEZIAH, b. 1804; m. 22 Sept., 1826, David J. Sanborn of Rochester, N. H.

174. SARAH, b. 1806; m. Simon Trafton, and d. in 1853, at Great Falls, N. H.

175. MOSES, b. 1808.

176. JESSE HOAG, b. 2 Mar., 1810.

177. EPHRAIM, b. 1812.

178. HANNAH, b. 1814; d. 1830.

179. MARY, b. 1816; d. 1853.

83. JONATHAN LAMOS, son of Nathaniel and Abigail (Roberts) Lummus, was born 5 Jan., 1769, and married, 1st, 23 Sept., 1795, Susannah Hanson, who died 12 Jan., 1797. He married, 2d, Kesiah Austin, and died 23 July, 1806, at Dover, N. H. She died July 18, 1817.

Child:—

180. PHEBE, b. 1796.

(To be continued.)



COL WILLIAM RAYMOND LEE

1745 - 1824

*From the miniature by Hancock, 1805,
in possession of the Essex Institute,*

THE LEE FAMILY OF MARBLEHEAD.

BY THOMAS AMORY LEE.

(Continued from Volume *LIII*, page 80.)

Samuel L. Knapp, LL.D., wrote of Captain Lee as follows: "John Lee, one of the race of men almost *à la generis*, was well known to the lecturer some years ago, and his reputation stood among his fellows as the pre-eminence of the brave. . . . Lee was bred a sailor, and from his talents and connexions soon came to the command of a vessel. . . . He had in his composition the pre elements of a sailor; of fine constitution, great activity, and a fearlessness that was the admiration of all. He was as generous as brave, and shared his honors with all who acted with him, and his wealth with every one who sought him. . . . One day he was found rolling in riches and on another with clothes hardly sufficient to keep off the blast; thus he passed through the Revolutionary conflict, but there was never a moment when his courage cowered or his spirits broke. If ever he changed at all, it was that his pride increased as his fortunes were unpropitious, and he grew more forbearing when in the day of prosperity."*

Capt. Lee was an enterprising and gallant officer, and distinguished himself in several desperate engagements. After the close of the war he found that his constitution had been seriously impaired in England, leaving him so much afflicted with rheumatism and gout that he was unable to walk during the last twenty years of his life, and he retired to a farm in Andover, where he died on the 23rd day of March, 1812, aged 73 years."†

Knapp's Lectures on the Revolution.

Dearborn's Life of Col. Wm. R. Lee (MS.), pp. 19, 20.

The following instance of Captain Lee's behavior under fire has survived: "During the Revolutionary War, young Lee was making his first voyage with his father, whose vessel was being chased, and shot becoming unpleasantly abundant in the vicinity of the quarter-deck, the boy became nervous, which the father observed, and seizing him by the collar, with a rope's end belabored him soundly, exclaiming, 'I will teach you to dodge the balls of your country's enemy.'"*

The order of Council commissioning Captain Lee commander of the "Grand Monarch," describes him as 5 feet 4 inches in height, of black, swarthy complexion, and 40 years of age, of singular Bravery and most remarkable Execution."† A fine miniature, owned by Miss Sarah Dearborn, which may be of Captain Lee, depicts him as a very handsome man, of strong, determined face, with black eyes and black hair. He lived for some time in Marblehead, later at Newburyport, and still later at Andover, where his mother resided with him. He was one of the incorporators of the Marblehead Marine Society. He left a legacy and devise to his negro man, Dudley.

Children, by first wife:—

JOHN, b. Nov. 17, 1769, at Marblehead; was educated at Phillips Academy, Andover (1779); supposed to have been the son who was thrashed for ducking the balls of his country enemy; d. before 1788.

45. DAVID, b. April 10, 1768, at Marblehead; d. Oct. 31, 1817.

ROBERT, b. June 12, 1772; d. Aug. 2, 1772.

Children by second wife:—

JEREMIAH, b. Sept. 29, 1780, at Newburyport; was educated Phillips Academy, Andover (1790). "Died in this town [Salem] Jeremiah Lee, aet. 21, at his uncle's, Col. Lee Collector of the Port. He had lain above 30 days in a nervous fever";‡ d. July 19, 1803, s. p.

HANNAH, b. April 6, 1782; d. Sept. 21, 1805; m. at Andover Oct. 10, 1802, Major Israel Foster of Manchester, b. May 2, 1779, and educated at Phillips Academy, Andover. He was a man of great force of character, and had great influen

*Hurd's History of Essex County, v. II, p. 1296.

†Mass. Soldiers and Sailors in Rev., v. IX, p. 635.

‡Diary of Rev. Wm. Bentley, D. D., v. III, p. 33.

in Manchester. He was a merchant; was selectman for many years, and in the legislature in 1810 and in 1836. He m. 2d, May 18, 1806, Hannah Storey, b. Feb. 29, 1784; d. Jan. 27, 1835. Child: Hannah Lee, b. Jan. 17, 1805; d. March 11, 1900, in Boston; m. Aug. 24, 1824, Capt. Benjamin L. Allen of Boston, b. March 8, 1803, d. Sept. 24, 1865, and had Hannah Lee, b. April 2, 1826, d. June 9, 1827. He was a sea captain, at one time a partner of James Beal, director of the Old School Ship and of the Blackstone Bank, alderman of Boston, etc.

JOHN, b. May 27, 1788; entered U. S. Navy as midshipman, 1798; d. before 1812, probably in 1802, s. p.

4. COL. WILLIAM RAYMOND LEE, son of Col. John and Joanna (Raymond) Lee, was born in Manchester, N. H., Jan. 30, 1745, and died in Salem, Oct. 26, 1824. He married, at Marblehead, April 3, 1770, Mary, daughter of Joseph* and Hannah (Swett) Lemon, or Lemmon, baptized Nov. 17, 1745; died July 6, 1825, aged 80 years. Mary Lemon was the favorite niece of Madam Martha Lee, and Col. Wm. R. Lee the favorite nephew of Col. Jeremiah Lee. Dr. Lemon graduated from Harvard in 1735, and was a prominent physician. After completing his academic education, William R. Lee entered the counting room of his uncle, Col. Jeremiah Lee. After he had completed his commercial education, he was employed by his uncle to take active charge of his extensive business, and continued its manager until the Revolution. While so engaged he passed much of his time at Nantucket, New Bedford, etc., in purchasing oil for the European market.† At the request of Col. Jeremiah Lee, Col. Lee and his wife spent their first year of married life as guests of Col. Jeremiah and Mistress Martha Lee. Desiring to live in less splendor, they then moved a few miles up the hill opposite the training field to the commodious mansion of Samuel Lee, Esq., his grandfather. Foreseeing the Revolution, General Glover, Colonel Pitkin, Lieut. Col. Johnnot, Adjutant Gibbs and other gentlemen of the town formed a military association to ac-

* Here is a Copley portrait of Dr. Lemon in a huge wig, now in the Orleans, and owned by Shannon Davis, Esq. It was formerly owned by Col. Lee's daughter, Mrs. Willard of Boston. *Turwen's Journal*, p. 579.

quire a knowledge of tactics and discipline in order to be qualified to take an active part in the field should hostilities commence. As early as 1770, Col. Timothy Pickering was engaged to give a course in military theory, a fencing master taught them the use of the small and broad sword, and a man who had served as a sergeant in the British army taught them the manual exercise and company and battalion movements. Colonel Lee formed a company of artillery early in 1775, of which he was the commander.

"In Committee of Safety [which had been authorized to appoint field officers], Cambridge, April 29, 1775, . . . Capt. Foster is appointed to command one of the companies of artillery and ordered to enlist said company. Capt. William Lee, of Marblehead, has been sent for to take the command of another. . . . Joseph Warren, Chairman."

Two days after the affray at Lexington, Marblehead had organized a regiment of ten companies, under the command of Colonel, later General, John Glover. This regiment is variously known as Glover's, the Marine, the Amphibious, the 21st U. C. Regiment, the 14th Continental, and the Marblehead regiment. It was one of the most famous of the Revolution. Its history has been written. "Few regiments in the entire Continental Army were in more important engagements or rendered greater service. It has the added distinction of being one of the first to be organized.* Col. W. R. Lee was senior captain, his first cousin Joseph Lee, a captain, his second cousin Seward Lee, a lieutenant, his brothers-in-law, John Glover, Jr. and Marston Watson, captains, and his relative by marriage, Joshua Orne, 1st lieutenant. On June 23, 1775: "Ordered, That the officers in Col. Glover's regiment be commissioned, except Capt. Lee and his subalterns."† Colonel Lee had not yet decided whether to remain at the head of his artillery company or to go with Glover. He went with Glover, however, and the regiment was in Cambridge on June 22, 1775, and joined the Provincial army under General Ward. The regi-

*Glover's Marblehead Regt., F. A. Gardner, p. 1.

†Journal of Mass. Provincial Congress, p. 377.

regimental uniform "consisted of a blue round jacket and breeches, trimmed with leather buttons." Col. W. R. Lee was early promoted to be major of this regiment.

On Jan. 1, 1776, Glover's regiment was reenlisted as the 1st Continental, and Lee was at that time major and played his part in the various battles in which the regiment was engaged. The regiment manned the vessels and transports on the night of Aug. 28, 1776, and ferried Washington's army across the river after the disastrous battle of Long Island, and thus saved the army. On Sept. 26, 1776, Colonel Glover took command of General Clinton's brigade, and Colonel Lee was commissioned brigade major, an office of much responsibility, as the General Orders show. "The Brigadier Generals are to select capable, active and spirited persons to act as Brigade Majors, who will be allowed pay for their services.*" The regiment was in the battle of Oct. 18, 1776, and an eye-witness, writing on Oct. 23d, says that Major Lee "behaved gallantly."† The regiment is best remembered for its noble service on Dec. 25, 1776, when it ferried Washington and his army across the Delaware river through the floating ice on their way to the victory of Trenton. At this time Colonel Lee had many meetings with Major-Gen. Charles Lee, the son of Gen. John Lee of Darnley Hall, Cheshire, and the last scion in the male line of the eldest branch of the ancient and distinguished family of Darnley Hall, to which it is supposed that Colonel Lee's immigrant ancestor Henry Lee belonged. "General Lee was not only slovenly in his dress and rude in manner, but remarkable for his sordid parsimony. Col. Lee often remarked on these inhospitable and repulsive peculiarities of an officer of his superior education, large service in European armies, and constant intercourse with the first gentlemen in every country in which he had resided. Col. Lee stated that as acting brigade major of the brigade which Col. Glover temporarily commanded, he was obliged daily as senior officer in General Lee's division, and at all hours to visit the headquarters of Gen.

Col. W. R. Lee's Note Book of the Revolution, owned by Mass. Historical Society.

Massachusetts' Marblehead, p. 170, and Freeman's Journal, Nov. 12, 1776.

Lee. On one occasion, happening to call just as the General was sitting down to dinner, he observed, 'Major Lee, why the devil do you never dine, breakfast, or sup with me; you are frequently at my quarters, either in the morning, at the dinner hour, or in the evening.' The major replied, 'General, you have never invited me to take a seat at your table.' 'That is just like all you damned Yankees; never stand on ceremony, but in future, whenever you come into my quarters at the time I am taking my meals, sit down and call on the servant for a plate.' 'Very well, sir,' said the major, 'I am very much obliged to you and will avail myself of your politeness now,' and placing a chair at the table, requested that a plate might be brought to him. The General was astonished, looked unutterable things, and never again hinted that Major Lee's company would be agreeable. This the major well understood, and therefore was glad of an opportunity to try the character of an officer who had at times the appearance of being hospitable and generous, but still never wished the sincerity of his proffered kindness tested.

"But General Lee's inconceivable selfishness was more completely developed while at White Plains, where he lodged in a small house near a road which General Washington was obliged to pass when on reconnoitering excursions, and one day returning with his staff, they called and took dinner. They had no sooner gone than General Lee observed to his aid, 'You must look me out another place, for I shall have Washington and all his puppies continually calling on me, and they will eat me up.' The next day General Lee, seeing Washington out upon like duty, and supposing that he should have another visit, ordered his servant to write with chalk upon the door, 'No victuals dressed here to-day.' When the company approached and saw this notice, they laughed heartily, and pushed off with much good humor for their own table, without a thought of resenting the habitual oddity of the man."*

On Jan. 1, 1777, Major Lee was promoted to be colonel

*Dearborn's Life of Col. W. R. Lee (MS.), pp. 108-110.

Lee's Additional Regiment", and at once returned to Massachusetts to recruit his regiment. Many of the men and men were from Marblehead, among them Joseph Swasey, major, Joseph Stacey, quartermaster, Joshua Orne, captain, and Col. Lee's brother-in-law, John Sewall, captain. On Oct. 2, 1777, Colonel Lee ordered to Philadelphia to join the army, but the news of Lord Burgoyne's surrender to General Gates on Oct. 3, at Saratoga, having been received, he was ordered to return to Cambridge to guard the British army. Prisoners arrived at Cambridge on the 7th of November, and were received by Colonel Lee, as commander of the cantonment. It was indeed a remarkable coincidence. On the very ground where, two years before, the Marblehead regiment had first appeared in the Continental service, General Glover now delivered an army to the care of Colonel Lee. And what strange change had taken place during the interval in the positions of these heroic citizens of Marblehead! When, in 1775, the regiment left the town, one was its colonel and another the captain of one of its companies. Now, the colonel had become a general, and the captain, having been promoted from one grade after another to that of major, had been offered the position of adjutant-general in the American army. Further comment is unnecessary. The responsible positions to which they had been promoted is sufficient evidence of their heroism and of the distinguished services which they had rendered to their country."*

Shortly thereafter, Colonel Henley took command at Cambridge, but having pricked with his sword an insolent British soldier, he was placed under arrest, and Colonel Lee again took command. Colonel Lee had his own reasons, as the following letters to Major-General Heath

Friday Evening, 7 o'clock.

At this moment a Subaltern from the Hill informs me that the British soldiery behave in a most scandalous manner. *Marblehead*, pp. 184 and 185.

manner by pulling down Barns and other Buildings and Abusing Guards—Sentries and Swearing they will have fire wood at all Hazards. In consequence of which I have ordered the Guards all doubled and the Regiment ready at a moment's warning, and unless there is wood provided immediately, it will be attended with bad Consequences. Should be glad of your particular Orders by the bearer and am with respect,

“Your most Obed. Hum. Ser.

Will R. Lee, Commandr

“To the Hon. Maj. Gen. Heath.”

General Heath's reply has not been preserved.

“Cambridge, Nov. 1st, 1777.

“Sir.

“Mr. Abel Pierce (Foreman of the Smiths) has apply'd for help out of the Regiments of Militia; I have examined Brooks's and find two soldiers who are willing to go into the Works (provided they can be allowed the customary wages that the other Workmen have at the same business). Shall wait your directions thereon.

“The officers are exceeding uneasy with respect to their Quarters, as the Cold Weather approaches fast, and but very little wood renders their situation very disagreeable. Should be glad to have the answers to the Questions tomorrow, as they are sanguine to know. This morning I Rode Round the lines and found the Field Officers and some others Walking by their Barracks to keep themselves from Perishing with Cold, not one stick of Wood to put into the Fire, and if some other method cannot be found to supply them, they must either Perish or burn all the Publick Buildings. And am with Respect,

Sir your most obedt Ser't,

Will R. Lee.

“To the Honorable Maj. Genl. Heath.”

Colonel Lee was ordered to take command at Cambridge by the following letter from Gen. Heath:—

“Head Quarters, Boston, Nov. 7, 1777.

“Sir,—

“You will immediately repair to Cambridge and take the command of all the troops doing duty there, whether

continental or militia, in continental service; you will order such guards to be mounted this night as you may think necessary for the safety of the place and keeping the prisoners in proper order. In short, you will exercise your best discretion in establishing order and regularity at the post. The Deputy Adjutant General will acquaint you with the orders already issued, others shall be communicated to you as occasion may require. The soldiery are to be kept strictly within the limits assigned to them, and the officers to their quarters until they have given their paroles."*

General Burgoyne having charged Colonel Henley with barbarous and wanton conduct and intentional murder," a court martial was ordered, of which Gen. Glover was president and Col. Lee a member. The trial lasted more than twenty days, and after a thorough investigation the court decided that the charges against Col. Henley were "considered not supported."† General Burgoyne was a constant attendant at and interested participant in the trial, and at times acted in a very disrespectful manner. He made a speech during the trial in the course of which he dwelt at length upon the unfortunate position of the officers and soldiers of his army, and the sanguine expectations which had been indulged "of their being received with all that magnanimity and kindness which was due them as prisoners of war. We were led into the delusive hopes by the very honorable treatment shown us by General Gates; by that we received from you, Mr. President [Gen. Glover] when you conducted us upon the march, and by that we afterwards found from an unworthy member of the Court near you [Col. Lee], who had the immediate command in this district upon our arrival, and to whom, most happily for us, the command was again devolved."‡

One of the British prisoners, Lieutenant Anbury, wrote an account of his "Travels in America," in which he reviews the court martial and pays the following tribute to Colonel Lee:

*Mass. Hist. Colls., 7th series, vol. 4, p. 176.

†American State Trials, 1914: Trial of Col. Henley.

‡Roads' Marblehead, p. 187.

"In consequence of this acquittal, Colonel Henley reassumed his command the next day, but merely for form's sake, as the next week Col. Lee took the command, which he had when we first arrived. Affairs are much better regulated, everything is now in perfect tranquillity, and a good understanding has taken place between our troops and the Americans. Colonel Lee has remedied one great evil, which was compelling our soldiers to purchase all their provisions at two stores in the barracks, and not permitting them to send to Cambridge, where they were much cheaper. Passes have been granted for a sergeant and a certain number of men to go out and purchase provisions, by which means the stores cannot impose on the troops; and they now sell their commodities at the market price."*

The office of Adjutant General of Washington's army having become vacant, Colonel Lee was offered the distinguished position by Washington, but declined it, preferring to remain in the field at the head of a regiment. Washington wrote to Richard Henry Lee in the Continental Congress that Col. Lee "is an active, spirited man, a good disciplinarian." He also said that Col. Lee had "deservedly acquired the reputation of a good officer," and that he "holds a high place in my esteem."

Many of the letters between Washington and Heath in 1777 mention Colonel Lee. One of the services which he rendered at this time is described in the correspondence between Washington and Heath. General Heath writes from Boston, June 7, 1777: "The cartouche boxes which have commonly been made for the army are made of the most miserable materials, and in case of storm commonly serve only to waste the ammunition which is carried in them. Colonel Lee, who undoubtedly may be called a martinet in military matters, is desirous that the boxes for the three regiments [Henley's, Jackson's and Lee's], which are to be posted here, may be made of better leather. He has brought me a sample. The first expence will be considerably more than that of the present model, but in a long run they will be much the cheaper."

*Roads' Marblehead, p. 187.

they will with proper care last the war, whilst the other
scarcely last one campaign."

Gen. Washington replied on June 23, 1777: "I have
found the ill effects of the wretched cartouch boxes
generally in use, and I am very glad to find that Colonel
Lee has found out a kind that will preserve the ammuni-
tion. You will direct him to have them made, and I should
be glad of one by way of pattern." To which General
Heath made the following answer on July 7, 1777: "I
have directed that the cartridge boxes be made as
good as possible for Col^o Lee's and Jackson's regt.; one of
the first that is finished shall be sent to your Excellency."*
As Marblehead was so continually exposed to the at-
tack of the enemy, rendering the situation of his family
very insecure, and as his business as a merchant had been
greatly affected and required his personal superintendence
to prevent the entire destruction of his property, which
consisted very largely of ships and merchandise, Colonel
Lee considered it his duty to resign his commission and
he reluctantly wrote a letter† to General Heath re-
questing leave to resign, which was granted by Congress
on June 24, 1778, altho he did not receive his dis-
charge until some time later, as he took part in the expedi-
tion under the Marquis de la Fayette against Rhode
Island. On April 8, 1778, Washington wrote to Heath
at Valley Forge: "Finding that Colonel Lee cannot
be prevailed upon to remain in the service, I have repre-
sented his case and that of Major Swazee [of Lee's Reg't]
to Congress and expect in my next to inform you of their
acceptance of their commissions."

Gen. Heath wrote to Washington, Aug. 12, 1778, from
Camden: "I some time since received a resolve of Con-
gress accepting the resignations of Col^o Lee and Major
Swazee's commissions—the latter I do myself the honor
to enclose. Col^o Lee is gone on the expedition to Rhode
Island, and I believe commands the boats." Colonel Lee
was not able to get away until nearly the first of October,
and thus served three and a half years in the Revolution.

Mass. Hist. Coll., vol. 44, p. 62, and vol. 4 of 7th series, pp. 104
and 124-6.

Papers of Continental Congress, No. 78, XIV, folio 189.

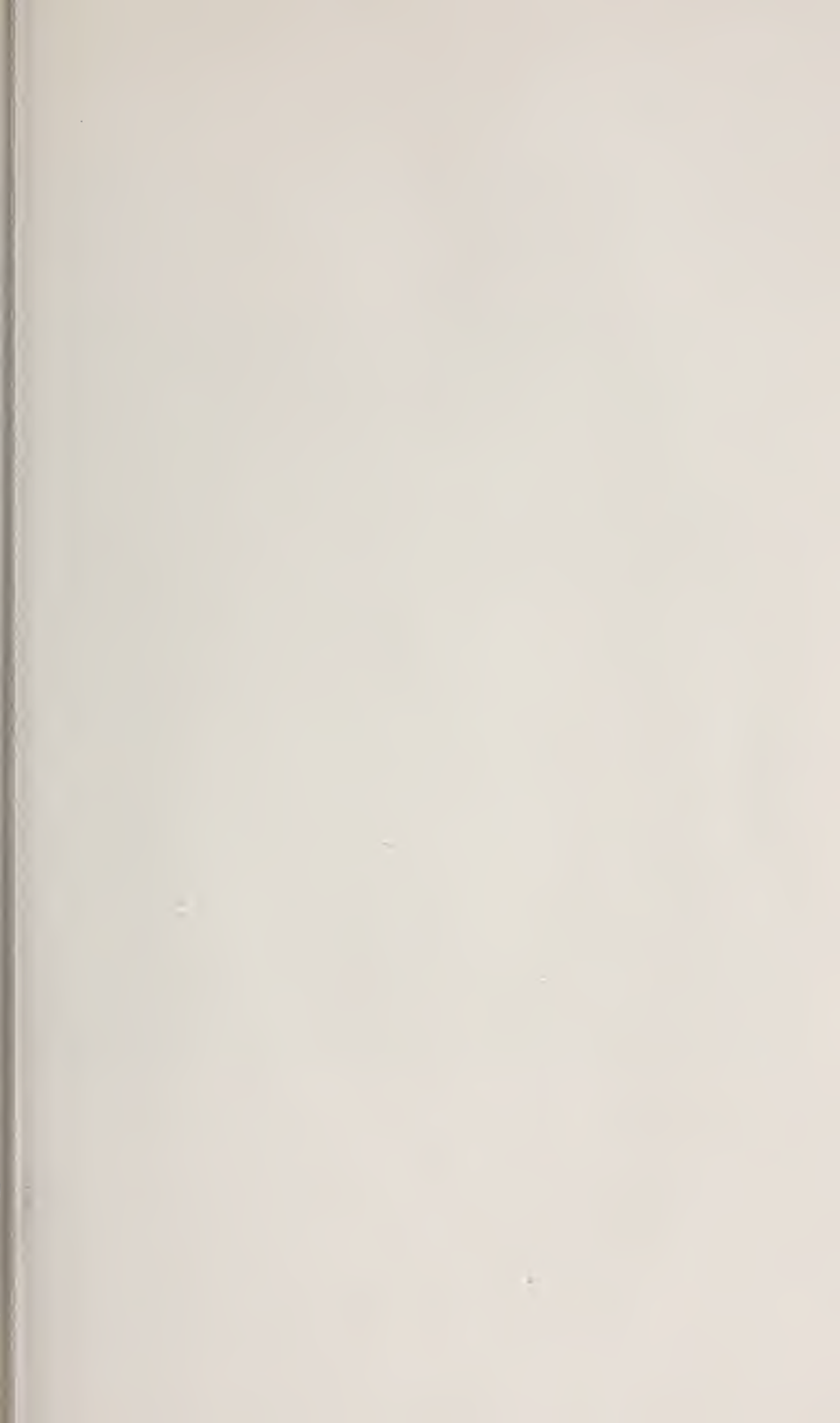
Upon resuming his business, Colonel Lee soon became one of the most active and prominent participants in counteracting the efforts of the enemy to destroy the coast fishing and foreign navigation and trade, and sent out a number of armed "Letters of Marque" until the end of the war, among others the well known "Thorn."

After the war was over a number of loyalists returned to Marblehead, among them the Robie family, one of wealth and exceptional culture at that day, but especially detested, as Mr. Robie was a very active loyalist, and Mrs. Robie, while on the way to the ship which took them to Halifax at the beginning of the war, had given way to temper and uttered the following wish: "I hope that I shall live to return to find this wicked rebellion arrested and see the streets of Marblehead so deep with rebel blood that a long boat might be rowed through them."* On learning of their return the people swore vengeance upon them and prepared to tar and feather them, but Colonel Lee, with a few friends, boarded the vessel after dark and smuggled the family ashore and into the home of one of their party, where they were guarded until the excitement died.

On the return of peace the usual business of the town was re-established, and the basis of the whole trade being the fisheries, Colonel Lee entered largely into it and fitted out twelve vessels. He was also extensively engaged in foreign commerce and became the head of a well known mercantile house, Will. R. Lee & Co., taking into partnership with him his sons, William Lee, Lieut. William Raymond Lee, jr., and Capt. Joseph Lemon Lee. The firm employed the noted Commodore Samuel Tucker, of the Revolution, as one of their commanders, and the magnitude of their operations may be seen from the fact that their account at one time with Tucker alone was over £50,000.

"As Colonel Lee was highly respected for his public spirit, energy, intelligence and philanthropy, he was for many years one of the chief municipal officers of the town, and ever foremost in projecting and carrying into

*Dearborn's Life of Col. Wm. R. Lee (MS.), pp. 178-180.





HOME OF COL. WILLIAM RAYMOND LEE, OPPOSITE THE TRAINING GREEN, MARBLE

ect all such measures as were deemed best calculated to relieve the indigent, extend the means of education to all classes of children, and promote the industry, happiness and prosperity of the whole people."* Colonel Lee, Joshua Orne, Esq., Rev. William Whitwell, the Rev. Isaac Story (uncle of the distinguished Joseph Story of the U. S. Supreme Court), and Samuel Sewall, LL. D., A. S., distinguished as Chief Justice of the Supreme Judicial Court of Massachusetts, were trustees of the public schools. Colonel Lee also was one of the "benefactors" of the Marblehead Academy in 1788.

When war with France was imminent, in 1798, "the citizens of Marblehead sprang to arms for the defense of their country. The veterans of the Revolution, though exempt from military duty, formed themselves into a company and were armed and equipped at their own expense. Their commander was the intrepid Col. William Lee, under whose direction they were disciplined once a fortnight in order to be in readiness to act at a moment's notice."†

Among Colonel Lee's guests in 1791, at his beautiful mansion on the training field hill, was the Rev. William Bentley of Salem, who gives in his Diary an admirable description of Colonel Lee and his position in society. The day, Sept. 16, had been appointed for the review in Marblehead, and Dr. Bentley went with a young French friend. Col. John Tracy of Newburyport and Gen. John Miske of Salem, kinsmen of Col. Lee, reviewed the troops. Col. Lee, whose elegant House is on the parade, gave us a collation at 4 o'clock in a very polite & generous manner. . . . At Sundown I was introduced into the family of Col. Lee at Tea. He has eight children and a very obliging wife. This gentleman has a very excellent person and was highly esteemed in the Continental Army and particularly by our illustrious Commander in Chief. His want of promotion in the militia depends on himself. . . I went into the cupola upon the elevated seat of Col. Lee to enjoy the extensive view he has from that

*Dearborn's Life of Col. Wm. R. Lee (MS.), p. 181.

†Roads' Marblehead, p. 153.

‡Roads' Marblehead, p. 264.

convenient place, but the air was not sufficiently clear for the purpose. I could see enough to believe the representation just. They have a seven foot Telescope in fine order, and they declare that they can see the people pass to church in the streets of Salem on Sunday, such a command have they of the Town. I observed that the Beacon on Baker's Island looks directly up their Harbour."* Dr. Bentley later says that "Col. Lee presided with great success" at the Fourth of July celebration, 1802.

Colonel Lee was a selectman of Marblehead from 1791 to 1797, and Representative to the General Court in 1780, 1785, and 1792.

As did many of his name, Colonel Lee believed that a full stomach was a preventive of evil, and accordingly, "annually on Thanksgiving, Christmas, and New Year's Day, he made it a principle to purchase large quantities of fresh beef, pork, mutton and poultry, which, with flour, butter, sugar, tea, spices, and fuel, were distributed by his benevolent and excellent wife to the poor inhabitants of the town. The most needy and deserving being all known, they were informed at what hour to come and receive their several presents, that they might be enabled to join in the general festivities of those New England holy days. But at all times of the year his doors were ever open to the sick and the needy, and such were his liberal attentions to all who required assistance that he was honored and respected by his fellow townsmen for his humane, charitable and ever kind attentions to the wants and troubles of his townspeople. Nor was his lady less appreciated and beloved for a like admirable disposition and the same exalted Christian virtues. Many a mother and father and many a child experienced their munificent beneficence when sickness, poverty, and the rigors of winter brought want, affliction and sorrow into their homes."†

Colonel Lee invested a large amount of money in the purchase of Georgia lands through the New England Georgia Land Co., which had bought a large portion of the present State of Mississippi from several grantees of

*Dr. Bentley's Diary, vol. I, p. 303.

†Dearborn's Life of Col. Wm. R. Lee (MS.), pp. 181-182.

the State, and had at one time about 25,000 acres of this land, which was regarded as a good investment. Unfortunately for the investors, the State of Georgia, at the next session of its Legislature, declared the sale fraudulent, and therefore null and void, and ceded the whole tract to the United States in 1802. At almost the same time several of the consignees to whom his cargoes were assigned abroad failed, and Colonel Lee lost his cargoes, and about the same time the cruisers of France captured several of his vessels during that period when the rights of neutrals were not respected. He thus lost many thousands of dollars in a few months, and accordingly retired from business, and on the 31st of July, 1802, received the appointment of Collector of the Port of the District of Salem and Beverly, which office he held until his death over twenty years later.

Colonel Lee appears frequently hereafter in Dr. Bentley's Diary, as mediating in 1803 with Judge Sewall in order to reduce the sentence of thirty days' imprisonment passed on Mr. Carlton, the printer, for insinuating that Col. Timothy Pickering might have received hush money from Liston, the English minister, etc. In 1805 his house was on fire, and in 1807 a store on his wharf in Marblehead burned, causing several thousand dollars damage to sails, rigging, etc. On July 10, 1807, Colonel Lee was moderator of a meeting which passed several resolves on the subject of the British aggressions. In 1808, April 1, Colonel Lee was chairman of a Republican caucus, and Dr. Bentley notes that "the utmost republican displeasure falls upon Col. Pickering. The history of his military character is exposed in his cowardice at Lexington," etc. Colonel Lee fell under Dr. Bentley's wrath for venturing to disagree with him in 1808 on the subject of the proper incumbent for the surveyorship of the port. But a short time later Colonel Lee, Esquire Dearborn* and Mr. Little dined with Dr. Bentley to meet Mr. Ogilvie, the mediator, who sustained his reputation by his conversation. In 1806, Marblehead was much exercised over the alleged refusal of Capt. Ben. Ireson of Marblehead to rescue a ves-

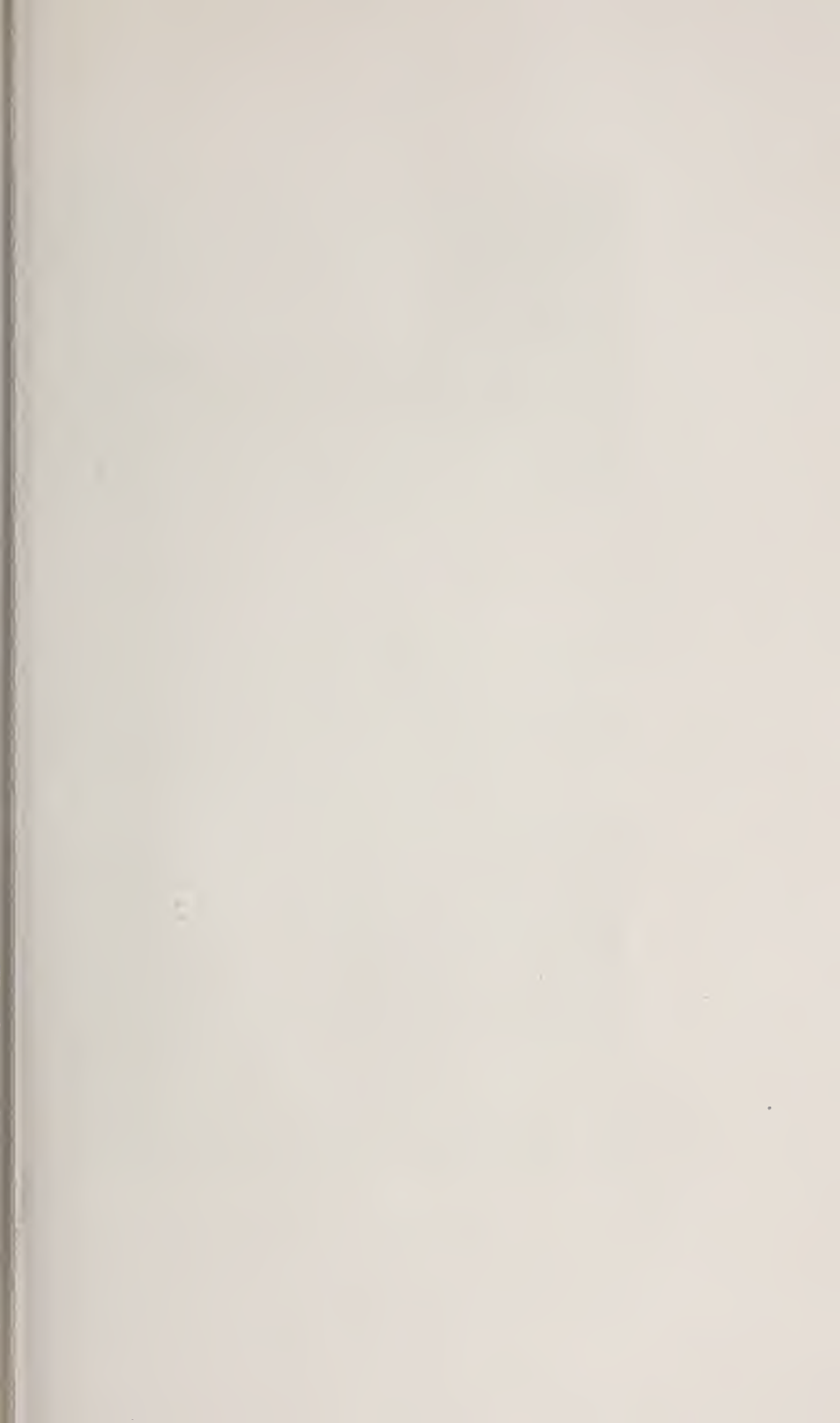
*Gen. H. A. S. Dearborn, son-in-law of Colonel Lee.

sel in distress. It has been said that Ireson was not to blame, as the gale rendered rescue impossible, that he told the crew to lie by, went below to sleep, that the crew disobeyed him, left the wreck, and then put the blame on their skipper. However, they were rescued by a vessel which reached the home port before Ireson did. His refusal caused a great outburst of indignation, and he was tarred and feathered upon his arrival, placed in a dory, and carried by a mob of 500 on the road to Beverly, where he was to be left. The Salem authorities feared a general riot should they enter the town, and asked Col. Lee to meet the procession. Col. Lee at once acquiesced and met the procession at ten o'clock near the Salem line. He asked the leaders to halt the march and then addressed them, asking them to return to Marblehead, as the people of Salem were very desirous that the quietude of that town should not be disturbed at that late hour of the night, and remarking that he was confident they were such true sons of Marblehead that they would not persist in proceeding further. The mob gave three cheers and at once returned home. Whittier has caused the incident to be remembered by his poem.

Colonel Lee died October 26, 1824, and the following obituary appeared in the Salem newspapers:—

“In this town, on Tuesday morning last, William R. Lee, Esquire, age 80, Collector for this District. Col. Lee was a native of Manchester, but removed in early life to Marblehead, where he was a distinguished merchant. In the commencement of the Revolutionary War he was appointed a major in Col. Glover's regiment, and afterwards Lieut. Colonel. He was esteemed as a brave and skillful officer, and enjoyed in a high degree the confidence of Washington and the other worthies of the Revolution. In 1801 he was appointed by President Jefferson to the office of Collector for the District of Salem and Beverly, which he filled with great dignity and fidelity till his death, enjoying the universal respect of his fellow citizens, who honored him as a gallant soldier in the cause of Liberty, the patriotic citizen and accomplished gentleman. His remains are to be entombed at Marblehead this evening.”

(To be continued.)





THE THIRD RAILROAD STATION IN LYNN
Built in 1872; destroyed in the conflagration of 1889.



THE SALEM AND LOWELL STATION, BUILT IN 1850 AT THE
NORTHERLY END OF THE SALEM TUNNEL.
From a photograph made in 1873.

THE EASTERN RAILROAD.

HISTORICAL ACCOUNT OF EARLY RAILROADING IN EASTERN NEW ENGLAND.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LII, page 312.)

November, 1874, an arrangement was entered into between the Eastern and Boston and Maine roads* which measure stopped the ruinous competition, but the relations between the two roads never were very friendly. In March, 1874, Jeremiah Prescott, who had been superintendent for nearly twenty years, resigned to take charge of the Hoosac Tunnel. The directors elected George Batchelder, one of the conductors, to take his

On Sunday, June 21, 1874, the company for the first time in their history began running Sunday passenger trains, there being two each way between Boston and

It was announced that "passes, season tickets, and package tickets would not be received on Sunday trains". Next year a Sunday train was run as far as Portsmouth, and slowly the custom extended to other parts of the road. Previous to this time the only way to reach Salem on Sunday was by an old-fashioned stage which left Brattle street in Boston at 9 A. M. and the Essex House in Salem at 3 P. M. To Lynn, communication was more easily had by means of the Lynn and Boston Horse Railroad Company.

When the panic of 1873 burst upon the country it affected the Eastern Railroad in a very precarious financial condition. The reckless expenditures previously mentioned had increased the company's funded debt from

Annual report of the Eastern Railroad Company.

\$4,762,561.00, in 1871, to \$9,819,992.00 in 1873,* the capitalization during the same time having only increased from \$4,262,000 to \$4,997,000. The interest charges of course were an enormous drain. After the worst effects of the panic had blown over it was clearly seen that a long period of commercial depression would follow, and in fact it did. Passenger and freight traffic fell off alarmingly. Those at the head of the Eastern Railroad were at their wits end to know what to do, and matters were rapidly becoming worse. It was during this period that the locally famous attempt was made to reduce expenses by "doubling up the trains."† That is, to make one train do the work of two, some of the Portland express making all the local stops, etc. After about three weeks of hopeless delays and confusion, the plan had to be given up.

The company's credit was not improved by the publication late in 1873 of a pamphlet called "The Eastern Railroad of Massachusetts, its blunders, mismanagement and corruption," by Charles W. Felt of Salem, who had been for some years the road's assistant superintendent under Mr. Prescott. The pamphlet was partly a defense of conductor John S. Nowland in the Revere accident and partly a bitter but unfortunately true arraignment of the management, both financial and practical, of the Eastern Railroad. It was mailed to all the stockholders, and having a large circulation besides, created a great sensation.

President Thornton K. Lothrop resigned early in 1873 and his place was taken by John Wooldredge, a native of Marblehead, but who had long been a successful shoe manufacturer in Lynn. He had not the slightest railroad experience, but refused to accept the presidency unless he were paid \$20,000.00 per annum,‡ instead of \$8,000.00 which Mr. Lothrop had received. Most of Mr. Wooldredge's time was devoted to negotiating (or trying to) for further loans, in the endeavor to tide the road over its almost desperate financial situation. Richardson, Hill & Co. of Boston took \$2,000,000.00 of the sinking fund

*41st annual report of the Eastern Railroad Company.

†Eastern Railroad time table, No. 106, to begin November 16, 1873.

‡Investigation of the Eastern Railroad Company by the Railroad Committee of the Massachusetts Legislature, session of 1876.

at 85,* and this and other loans raised the floating indebtedness in 1875 to \$14,859,648.00, the interest on which amounted to no less than \$956,230.00 annually.† The earnings of the road not coming up to the expectations which the General Manager had led them to enter, the individual directors of the road in June, 1875, began to institute inquiries into the details of the management. A growing feeling of doubt and dissatisfaction arose, and finally to the appointment of a committee to examine the affairs of the road, with a view to the suggestion of any reforms that might seem desirable. In the course of their inquiries, the committee soon found a general looseness and unsoundness so apparent in the affairs and management of the company, that they became convinced that a thorough investigation into the road's financial condition was a matter of urgent necessity. The investigating committee submitted a partial report to the board of directors, dated Sept. 22, 1875, and showed indisputably the highly precarious condition of the road, and predicted that the net income of the year would be insufficient to meet the annual rents and interest by the sum of about \$400,000.† The directors at first hoped that by a thorough reform of the management and by strict economy, the road might in another year be put in such a position as would satisfy its creditors of its prospective ability to meet its obligations, a hope which subsequent investigation failed to support. The facts brought to light by the investigating committee early reached the public ear, and the press soon teemed with criticisms and attacks from indignant minority stockholders. This, together with rumors of defalcations and over-issues of bonds utterly annihilated the credit of the company. Claims fast maturing under a temporary loan of more than \$1,700,000.00† had to be met, and the debts incurred for the operating expenses of the road had been allowed to accumulate until they amounted to more than \$350,000.00,† and the holders of these demands, mostly for small sums, became clamorous for payment. With no

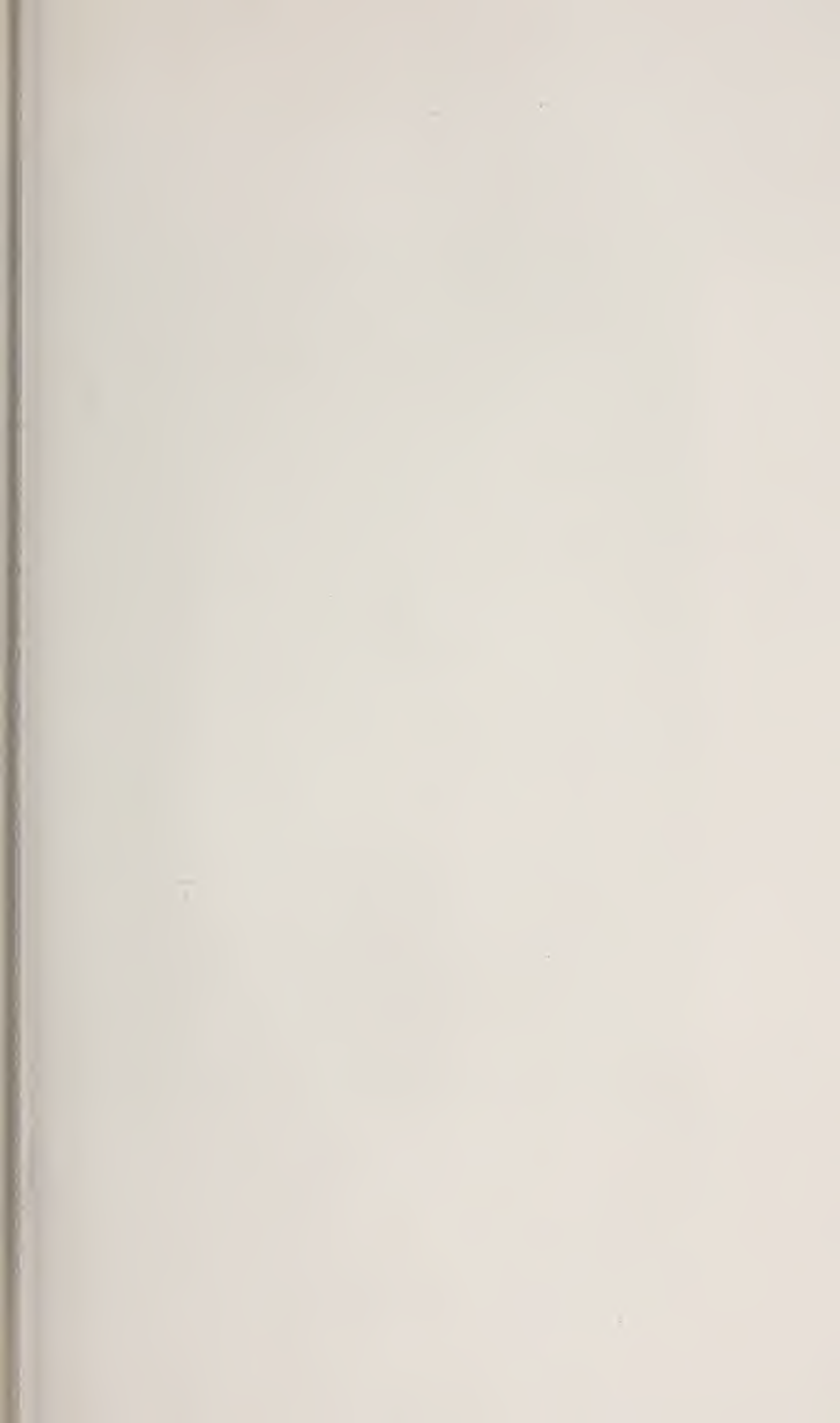
* Investigation of the Eastern Railroad Company by the Railroad Committee of the Massachusetts Legislature, session of 1876.
† Annual report of the Eastern Railroad Company.

source of relief save the earnings of the road from day to day, the prospect was truly appalling. During this period the stock dropped from 65, its highest point in 1875, to 8 3-8; it reached 3 1-2 in 1876, and touched 2 1-2 (its lowest point) in 1877. The bonds were at their lowest, at 45, in 1876.

President Wooldredge became ill, resulting in his resignation on Oct. 28, 1875. On the same day Samuel C. Lawrence of Medford, Mass., was elected as his successor. One of his first acts was to furnish money from his private fortune to meet the railroad's pay rolls, as matters had reached such a point that many of the employes had not received any pay for three months. Efforts were redoubled to secure a promise of renewal from the holders of the notes constituting the temporary loan. They were frankly informed of the critical situation of the company and of its present inability to meet its obligations. Recognizing the character of the emergency, these creditors very wisely entered into an arrangement to renew the notes from time to time, for a period not less in all than one year. The fears entertained by the numerous holders of small demands against the company were in time allayed, with the assurances that measures were in progress to save the affairs of the road from bankruptcy, and that all debts necessarily incurred in the actual operation of the road would be paid as rapidly as the current receipts would permit. This promise was faithfully kept, and no difficulty was experienced in purchasing all necessary supplies.

The most strenuous efforts were now made by President Lawrence to reduce the expenditures of the road in all its departments. The President's salary was reduced from \$20,000.00 to \$5,000.00, and the Superintendent's from \$5,000.00 to \$3,500.00. The office of General Manager was abolished entirely, effecting a saving of \$10,000.00. In fact, the total monthly pay roll was reduced from \$98,690.00 in December, 1874, to \$76,458.00 in December, 1875.* By mutual agreement, the rent of the Portland, Saco and Portsmouth Railroad was reduced from ten to six per cent annually.

*41st annual report of the Eastern Railroad Company.





TYPES OF EASTERN RAILROAD TICKETS, 1838 - 1855.

These tickets were taken up by the conductors and
sold again at the ticket offices.

in the meantime some of the minority stockholders petitioned the President and Directors, in December, 1875, to call a special meeting of the stockholders to go over the whole situation. As the regular annual meeting was to be held on Feb. 7, 1876, the directors deemed it inexpedient to call a special meeting. The matter was thereupon referred to the Massachusetts Legislature, and resulted in a long investigation of the Eastern Railroad and its management by the railroad committee. The report of the committee fills a volume of 543 pages (Senate document, No. 169, session 1876), but the situation can be summed up by quoting a few paragraphs from the committee's report. . . . "The petition seemed also to open the whole subject of the management of the Eastern Railroad Company by its officers and the committee. . . . The management of the Eastern Railroad, especially prior to the presidency of Mr. Wooldredge, seems to have been exceedingly loose and was distinguished by a recklessness of expenditure and a lack of system in accounts which merited severe censure. Large sums of money were expended in purchases of the stock of the Maine Central Railroad, apparently without the knowledge and certainly without the vote of the board of directors . . . who purposely kept the knowledge of the transaction from other members of the board. . . . This purchase of stock, although made before the law prohibiting such purchases took effect, was of very doubtful legality, and whether legally made or not, the manner of making it cannot be severely condemned. . . . In this connection the committee desire to call attention to the neglect of duty on the part of those directors of the Eastern Railroad who failed to inform themselves in relation to many of the largest transactions of the road. Having accepted a public trust at the hands of the stockholders, it is no excuse to plead ignorance of the doings of their board in exoneration of their official shortcomings, and the stockholders and public are justified in holding to as strict an account the directors who passively allowed improper and extravagant purchases and contracts to be made, as those who were actively engaged therein. The practice of members of the finance committees in signing notes,

drafts and obligations without inquiring to what purpose the funds were to be applied, shows an entire want of appreciation of the duties of their position. . . . The purchase of the depot lands at Lynn at a price out of all proportion to their true value; the subsequent destruction of the depot constructed thereon at a cost of \$55,000, on the simple order of the president, and the payment of \$100,000 for release of the contract to stop trains at the said depot; the payment of large sums of money, without vote of the board, on the simple receipt of individuals, with no vouchers to show how the money was expended; and the purchase at an exorbitant price of the Bar Harbor property . . . are examples of a looseness of management and an extravagance of expenditure from which, sooner or later, financial disaster must necessarily have ensued."

George Russell of Salem, so long the general ticket agent of the road, when examined by the committee, said that the road's system of issuing tickets was such that there was absolutely no check on the ticket sellers. He further estimated that the number of free passes in use cost the company \$500 a day. The superintendent, whose duty it was to sign a large number of the passes, was obliged to have an extra clerk to do the work for him, such was their number. Many of the various directors gave contradictory orders as to the practical management of the road, generally in total ignorance of the subject, with resultant confusion, and the superintendent was at his wits' end to know how to satisfy them all. One conductor, being an intimate friend of a director and heavy stockholder, did what he pleased, regardless of the superintendent.

In spite of all these disclosures, however, it was felt that if the Eastern Railroad became bankrupt it would be a great blow to northeastern New England, and accordingly a "Bill for the Relief of the Eastern Railroad Company" was recommended by the investigating committee and passed by the Legislature April 28, 1876. Briefly stated, the effect of this act was to place the road in the hands of the bondholders, the largest being Messrs. Baring Bros. of London, who were to elect a board of trustees to represent them. The bonds were all funded

to "certificates of indebtedness", the interest being reduced from six and seven per cent to three and one-half per cent for three years, four and one-half for three years, and to become six per cent in September, 1882, and to mature in 1906. Willard Peele Phillips of Salem, William B. Bacon and William C. Rogers of Boston, constituted the first board of trustees. As long as there was no default in the payment of principal and interest of the certificate of indebtedness the management of the road was to remain in the hands of the directors elected as usual by the stockholders. After the floating debt should have been reduced to \$10,000,000.00, the stockholders were to resume the absolute control of their property.

During the next few years the history of the Eastern Railroad presents few marked peculiarities. It was run with as strict economy as possible, but the mistake of a previous management in letting the tracks and rolling stock run down was not repeated. Gen. S. C. Lawrence resigned as president in 1876, although retaining his place on the board of directors, and was succeeded by Alfred B. Rockwell of Boston, while Nathaniel G. Chapin of Brookline became treasurer in the place of John B. Parker, resigned.

During the summer of 1876, in order to meet the competition of the "Narrow Gauge" Road, which carried passengers from Lynn to Boston for ten cents, the company put on "cheap trains", leaving Swampscott for Boston six times daily on week days and five times on Sunday. The fares were: from Swampscott to Boston, 5 cents; East Lynn, Lynn, or West Lynn to Boston, 10 cents; and Revere to Boston (or to Lynn), 5 cents. A large station was built at Oak Island. No tickets were used on these trains, cash fares only being taken, and the conductors in charge were furnished, much to their disgust, with bell punches, such as were used on the street cars. One conductor, Calvin Ayer, left the road rather than use the bell punches. The cheap trains were not successful, however, and only ran one year. During the summer of 1882 trains were run at the same reduced rates from Lynn to East Boston, an extra cent being charged for the ferriage across the harbor to the city proper.

About the same time the Eastern Railroad, to compete with the "Narrow Gauge", built a branch line leaving the main road at Oak Island (just below Revere) and running round by Revere Beach and Point of Pines and joining the main line at Saugus River Junction. It was first used July 2, 1881, and many of the main line trains were run that way, and also hourly trains on Sundays between Lynn and Boston. This line has been abandoned and the tracks taken up for some years, although traces of it can still be clearly seen. During the summer of 1881 the employees were put in uniform for the first time.

The road was never much troubled with labor difficulties. The first of the present railroad labor unions was the Brotherhood of Locomotive Engineers, organized May 8, 1863, at Detroit, Michigan. A New England division was formed during the following December at Lebanon, N. H., by the engineers of the Northern Railroad of New Hampshire. The engineers of the various roads entering Boston united to form Boston Division, No. 61, on January 6, 1865. The Order of Railway Conductors was first organized at Mendota, Ill., in the spring of 1868, and until 1878 was known as the Conductors' Brotherhood. Not until 1884 did this Order spread to New England, when Boston Division, No. 122, was organized on July 20 of that year. At first (in New England) the brotherhoods were purely social and charitable organizations, but during the hard times following the panic of 1873 the Brotherhood of Locomotive Engineers brought pressure to bear on some of the roads for higher pay. During the course of 1877 there were serious strikes on the Pennsylvania and Baltimore and Ohio roads. On Feb. 12, 1877, after a long period of ill feeling following a reduction in pay, the engineers and firemen on the Boston and Maine Railroad struck for higher wages; their engineers were then receiving \$3.15, and asked for \$3.50 daily. The other New England roads were not affected, although it was feared they would be. The Massachusetts Railroad Commission, then headed by Charles Francis Adams, took a determined stand, and the strike proved a complete failure. Most of the engineers lost their positions, and many

No. 230 P. S. & P. R. ROAD. Fare \$2.

Good for a passage to any Station on the Eastern
the Boston and Maine Rail Road, in the Morning Train
of this day only.

Cushman

TICKET SELLER.

Notice.

Passengers are not allowed to take, nor will these Companies be responsible for BAGGAGE if it exceed FIFTY DOLLARS in value, unless Freight on any addition thereto be paid in advance; and this notice forms part of all contracts for transportation of passengers and their effects.

J. RUSSELL, JR., Supt. P. S. & P. R. R.

No. 459 B. & ME. R. ROAD. Fare \$2.

Good for a passage to any Station on the Portland,
Saco and Portsmouth Rail Road, in the Second Train
of this day only.

2

Notice.

Passengers are not allowed to take, nor will these Companies be responsible for BAGGAGE if it exceed FIFTY DOLLARS in value, unless Freight on any addition thereto be paid in advance; and this notice forms a part of all contracts for transportation of passengers and their effects.

CHAS. MINOT, Supt. B. & Me. R. R.

EASTERN RAILROAD.

EMPLOYEE'S PASS.

Pass *E. J. Harris & J. W. Ramsdell*
From *Salem No. 100*
Account of *E. R. R. Bretherton*
P. B. Schuller

1. 15 D 8

1876.

Superintendent.

them were hired by the Eastern Railroad and started again at the bottom of the ladder as firemen at \$1.80 a day.

Superintendent George Bachelder resigned in 1877, and John Hornby was appointed to take his place. He was a great success, and in November, 1879, the directors elected one of the conductors, Daniel W. Sanborn, as superintendent. His brother, John W. Sanborn, had been previously appointed superintendent of the Conway division, a place he filled for a great many years. Lucius Tuttle was, in the same year, made general passenger and ticket agent, and in 1883 Payson Tucker became general manager. The president's office was filled in 1880 by Charles B. Phillips of Boston, Mr. Rockwell having resigned, and he was succeeded in 1882 by George E. B. Jackson of Portland, and was followed in 1883 by Arthur Seall of Bath, Me.

Early on the morning of April 7, 1882, the Salem station caught fire from the explosion of a can of fusees stored in the west baggage room. The flames spread rapidly, and before long the whole structure was destroyed, leaving, however, the granite walls and towers intact. A wooden building resembling somewhat the old one was shortly after rebuilt around the ruined shell, and is still used as the depot, and likely to be until a satisfactory plan to change the grade and tunnel is agreed upon.

Since the reorganization the company's financial position had steadily improved. The stock, which had been quoted at 21-2 in 1877, had risen to 51 3-4 in 1883. During this year the principal bond and stockholders thought their investments would have added security and value by a consolidation of the Eastern (which carried with it the Maine Central) and the Boston and Maine Railroads. Accordingly the first step, a lease of the Eastern to the Boston and Maine, was agreed upon by a committee of directors of both roads. Logically the Eastern should have absorbed the Boston and Maine, but the latter was then much stronger financially. The lease was to have taken effect in October, 1883, but the whole project was bitterly fought by the minority stockholders

of the Eastern. Their representative, Jonas H. French, one of the directors of the Eastern, in a speech delivered July 24, 1883, before the railroad committee of the New Hampshire Legislature, denounced the proposed lease, because, as he said, . . . "the Eastern Railroad is called upon to give up everything it possesses . . . it is purely a stock jobbing operation and nothing else." The matter was carried before the Massachusetts Supreme Court, which deemed the proposed lease invalid owing to a technicality.

The next year a new lease running for fifty-four years and conforming to the opinion of the court, was agreed upon by the directors and approved by the stockholders of both roads, and on December 2d the property was handed over to the lessee, and the Eastern Railroad, after an existence of over forty-six years, ceased to be operated as an independent road, although until 1910 it was run as the Eastern Division of the Boston and Maine, with a separate organization and its own superintendent, staff and rules.

The last order issued by the Eastern Railroad Company was as follows :

Eastern Railroad Company. Boston, Dec. 2, 1884.
Special Notice. The Eastern Railroad, its branches and leased roads, having been leased to the Boston and Maine Railroad, and the property having been delivered to the lessee, all officers and employees of the Eastern Railroad Company will hereafter be under the direction of the Boston and Maine Railroad.

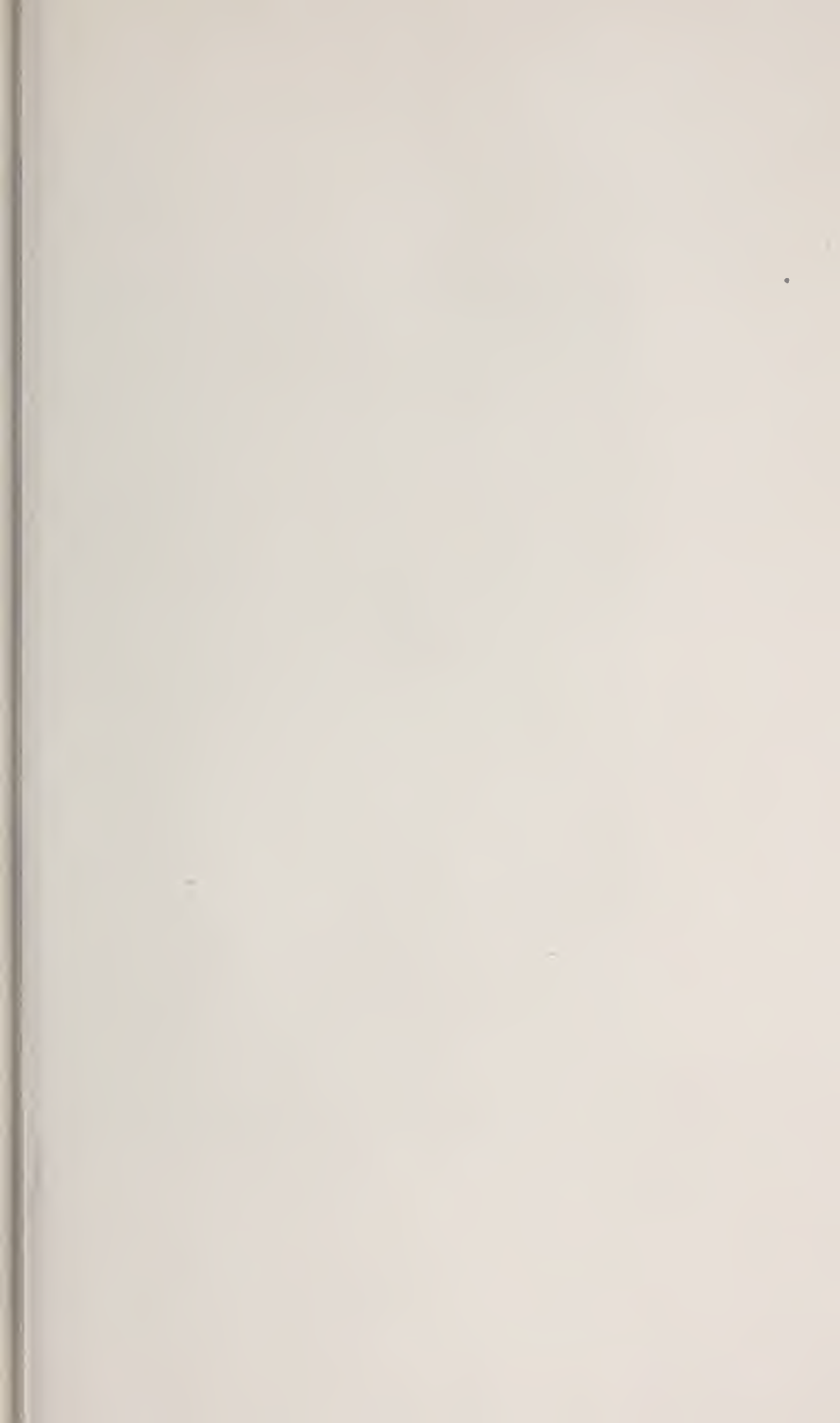
ARTHUR SEWALL,

President Eastern Railroad.

PAYSON TUCKER,

General Manager Eastern Railroad.

The equipment of the road then consisted of 115 loco motives, 224 passenger, baggage and mail cars and 2097 freight cars. Under the terms of the lease the Boston and Maine was to assume all the liabilities and obligations of the Eastern. The profits were to be divided pro rata between the two roads. No dividends were guaranteed on the Eastern stock. While the lease was ratified



SALEM
AND
Newburyport.

Passengers are not allowed to take, nor will this Company be responsible for DAMAGE, if exceeds FIFTY DOLLARS in value, unless freight on any excess is paid in advance.

J. Russell

OPENING OF THE

Swampscott Branch Railroad.

Good for One Passage either way between

BOSTON and MARBLEHEAD
MONDAY, October 20, 1873, only

Geo Russell D.T.A.

FARTHER BILKID.
OF KNIGHT OF THE
Sussex West Riding
Good New One Penny Ribbed top
between
Boston and Marblehead
On MONDAY, October 20, 1873, ended
Gleaner's Journal

EASTERN
FROM P. M. & P. JUNCTION TO
GREAT FALLS
GREAT FALLS & SOUTHWATER
RAILROAD

SALEM & LOWELL RAILROAD.
PACKAGE TICKET.

SALEM AND LOWELL.

B. F. Knudsen

Marblehead Br and S & Lowell Railroad
RETURN TICKET.

}}arblehead
TO LOWELL.

B. F. Knudick

Lowell Island
PASSENGER.

SALEM
AND
WABBLEHEAD.

10 EAST 11th ST. N. H. ROAD
BOSTON & LYNN
10 Daring St. N. H.

EASTERN RAIL ROAD
BOSTON & LAWRENCE.

SALEM GOOD ONLY FOR THE YEAR 1870. J. Russell BUSTON

6196 EASTERN RAILROAD.
PACKAGE TICKET.
SALEM-W and
BOSTON.
Geo. Russell
General Ticket Agent.

EASTERN
 GOOD FOR ONE PASSAGE BETWEEN
WENHAM
 AND
SALEM.
 And an additional Passage for extra fare
 per aliohand, except the amount of this
 Ticket.
 4-1-78
W. H. Palmer
New York
 RAILROAD

elve to one by the Boston and Maine stockholders, it was only accepted by a five to one vote of the Eastern stockholders. One reason for the opposition to the merger given by many of the Eastern stockholders was that in those days the Boston and Maine was a small, unimportant road, and its management was not distinguished for ability.

When the consolidation was first talked of it was generally assumed that the Eastern would take the lead. The traditions of the Boston and Maine had always been especially rustic. Men now living, well remember how, when they were small boys, all the trains out of the old South Market Square station in Boston (situated on the site of the present Relief Hospital), were hauled by horses until they reached Causeway street. On the other railroads running out of Boston it was the custom to get rid of antiquated passenger cars by selling them off "to go south". But the Boston and Maine clung tenaciously to its ancient rolling stock, and its ramshackle trains had become a byword and a reproach long after the southern railroads had ceased to furnish a market for second-hand material.

After 1885 the Eastern Railroad led the peaceful existence that most leased railroads do. Dividends at the rate of six per cent annually were resumed in 1887.

It had always been the intention of those at the head of both roads that they eventually should be unified, there being considered a mere stepping stone to that effect. Accordingly in 1888 the required legislation was secured in Massachusetts, New Hampshire and Maine, and on May 9, 1890, the Eastern Railroad Company passed out of existence as a corporate body. The stock was taken over on the basis of one share of Eastern for \$28 per cent of Boston and Maine stock, and the Portsmouth, Great Falls and Conway road was taken over on the same terms. The present preferred stock of the Boston and Maine is the old Eastern Railroad stock converted.

A few words on best known officials and employees of the company may not be out of place.

Gen. Samuel C. Lawrence of Medford, who, more than

anyone else, kept the road out of bankruptcy in the late 70's, after having been for years at the head and as director of the Boston and Maine, died in 1913 at Medford. His family are still the largest holders of stock in the road.

Lucius Tuttle, after being many years general passenger agent of the Eastern, occupied prominent positions with other roads, and eventually became president of the Boston and Maine in 1893, a place which he filled until 1911. He died in 1914.

Payson Tucker, the general manager, became general manager of the Maine Central.

Daniel W. Sanborn, so long the superintendent of the Eastern and until 1906 the general superintendent of the entire Boston and Maine system, still lives, hale and hearty, at his home in Somerville. He entered the service of the old Portland, Saco and Portsmouth Railroad on May 9, 1859, first doing station work, and received there for \$1.12 1-2 per day. Three years later he became passenger brakeman, and in 1864 passenger conductor. He filled this position until October, 1879, when he was elected superintendent.

Winslow T. Perkins entered the service of the Eastern Railroad as station agent at Dover, N. H., in 1874. From there he was transferred to Portsmouth, where he remained until made superintendent of the Eastern Division of the Boston and Maine, in 1890. He retired in 1910, and now lives in Malden.

Frank Barker, a well-known conductor of former days on the St. John express, was train master of the Eastern Division of the Boston and Maine for twenty years and now is crew dispatcher of the consolidated Portland Division.

John T. Pousland is the oldest Eastern Railroad conductor still running trains. He became an employee in 1865, and has been conductor since 1875.

Among other conductors still in daily service or on the retired list are : Messrs. Thomas T. Lyon, Webb Sanborn, John H. MacDonald, William F. Boynton, Arthur Pickering, George A. Silsbee, George H. Kennard, J. C. Harris, Charles W. Kennard (retired), George F. Kennard (retired), and Benjamin F. Keyes (retired).

Eastern Rail Road.
100—To be used within one year and not transferable.
 THIS TICKET ENTITLES
JOSHUA H. WARD,
 to a passage in the CARR, between
 SALEM and BOSTON,
 to be used within one year from date,
 or be void—and is not transferable.
 OCTOBER 1, 1846.

Eastern Rail Road.
100—To be used within one year and not transferable.
 THIS TICKET ENTITLES
JOSHUA H. WARD,
 to a passage in the CARR, between
 SALEM and BOSTON,
 to be used within one year from date,
 or be void—and is not transferable.
 OCTOBER 1, 1846.

EASTERN RAIL ROAD.
Henry H. Ward
 No. 126
 THIS TICKET ENTITLES
Henry H. Ward
 to a passage in the CARR, between
 SALEM and BOSTON,
 to be used within one year from date,
 or be void—and is not transferable.
 OCTOBER 1, 1846.
J. Russell Supt.

EASTERN RAIL ROAD.
 No. 97 **\$25.**
SEASON TICKET.
 This Ticket will entitle
Chas. H. Heyden
 but no other person, to ride between
BOSTON and Salem
 once each way daily upon the terms and conditions specified on
 the back hereof.
 For the Quarter ending June 30, 1874
J. Russell C. T. A.

EASTERN RAILROAD
AND BRANCHES.
 Pass *Dr. Henry Wheatland*
Esq. President Salem
 Until December 31, 1871, unless otherwise ordered.
J. Russell Supt.
NOT TRANSFERABLE.

EASTERN RAIL ROAD.
 Yearly Ticket....Not Transferable.
THIS TICKET
 ENTITLES *Dr. Henry Wheatland* to ONE
 passage, each way, daily, in the CARR, between
 and *Boston* for *twelve*
 months, ending *June 30, 1851*
Sept 1, 1850 *J. Russell* PRESIDENT

EASTERN RAILROAD.
 Pass *Dr. Henry Wheatland Esq.*
 from *Salem* to *Boston*
 and back, September 29th and 30th, 1858.
J. Russell Supt.
 To the Conductors.
 Boston, September 30, 1858.

Express otherwise ordered
Dr. Henry Wheatland
Complimentary
will be passed, upon presentation, and
during the current year, over the
EASTERN 1873 RAILROAD
and branches, upon condition that he assumes all
risk of loss, and damage to person and property
Chas. H. Heyden

EASTERN RAILROAD
EXCESS FARE CHECK.
 Redeemable for Ten Cents at any Ticket Office
 the Eastern R. R. if presented within ten days of its
 punched out by Conductor. Void afterwards.
 Issued by _____ Conductor
 Train No. *74*
 18 31 15 30 14 20 13 25 12 27 11 28 10 25 9 26 8 24 7 23 6 22 5 21 4 20 3 19 2 18 1
 Feb. 1871
 M
 9524
 1871

to the travelling public of a generation ago the faces of conductors Elbridge A. Towle, Jacob Johnson, Edwin Leighton, Nathan J. Dame, George West, Charles E. Orr, David Nason, Gilbert B. Emerson, John Harris, Job T. Woodbury, Jacob Mudgett Charles J. Willard, Albert Larrabee, and Emmons Garland were familiar sights. They are now dead. Messrs. Towle and Johnson ran to Portland and Newburyport respectively, and both died practically "in harness" after over fifty years of service. The same might be said of Mr. Leighton on the Gloucester branch. Messrs. Nason and Dame put in many years on the Lawrence branch, and so the entire list might be gone through.

Of the Eastern Railroad rolling stock but little now remains. The only locomotive in service is the old "Bell Rock", No. 32, afterwards Boston and Maine, No. 132, and later renumbered 632. It is still in use as a station-engine to heat passenger cars in the Salem yard and occasionally makes spare trips on the road. A few of the old passenger cars are left, recognizable by their peculiar shape and build. A curious fact remains to be mentioned. At the time the Eastern was taken over by the Boston and Maine the locomotives of the former road no longer bore names. The Boston and Maine, however, has always kept up the practice, and upon the consolidation proceeded to rename the Eastern locomotives, later giving many names of their own.

PRESIDENTS AND SUPERINTENDENTS OF THE EASTERN RAILROAD COMPANY.

Presidents

George Peabody,	1836-1842
David A. Neal,	1842-1851
Albert Thorndike,	1851-1855
John Howe,	1855-1858
George M. Browne,	1858-1872
Frederick K. Lothrop,	1872-1874
John Wooldredge,	1874-1875
Samuel C. Lawrence,	1875-1876
Frederick P. Rockwell,	1876-1879
Edward B. Phillips,	1879-1883
George E. B. Jackson,	1883-1884
Abner Sewall,	1884-1886
Walter Hunnewell,	1886-1887
Samuel C. Lawrence,	1887-1890

Superintendents.

Stephen A. Chase,	1838-1842
John Kinsman,	1842-1855
Jeremiah Prescott,	1855-1874
George Bachelder,	1874-1877
John Hornby,	1877-1879
Daniel W. Sanborn,	1879-1884

FLUCTUATIONS AND DIVIDENDS OF EASTERN RAILROAD STOCK
(PAR \$100), FROM ITS INCEPTION IN 1837 TO THE
COMPANY'S AMALGAMATION WITH THE
BOSTON AND MAINE IN 1890.

Year	Highest	Lowest	Dividends (whole year)
1837 (new)	90 $\frac{1}{4}$	80	0
1838	86	79 $\frac{3}{4}$	0
1839	98	86	4 $\frac{1}{2}$
1840	106 $\frac{1}{8}$	92 $\frac{1}{2}$	2
1841	103 $\frac{7}{8}$	99	6
1842	101	87 $\frac{3}{4}$	6
1843	108	85 $\frac{3}{4}$	6
1844	116	104 $\frac{1}{2}$	7
1845	116	102 $\frac{1}{2}$	8
1846	109	103	8
1847	113 $\frac{1}{4}$	103	8
1848	105 $\frac{1}{4}$	99	8
1849	105	98 $\frac{1}{2}$	8
1850	104 $\frac{1}{2}$	93 $\frac{1}{4}$	8
1851	103 $\frac{1}{2}$	91	8
1852	103 $\frac{1}{4}$	94 $\frac{3}{4}$	7 $\frac{1}{2}$
1853	98 $\frac{1}{4}$	90	6
1854	90 $\frac{1}{4}$	43	7
1855	58	46	0
1856	48 $\frac{1}{4}$	38 $\frac{3}{4}$	0
1857	49	36	0
1858	51 $\frac{1}{4}$	41 $\frac{1}{2}$	0
1859	60	44 $\frac{1}{2}$	0
1860	89	54	0
1861	74	53 $\frac{3}{4}$	4
1862	96	54 $\frac{1}{2}$	0
1863	115	93	6
1864	113	95	6
1865	104 $\frac{3}{4}$	87	6
1866	112 $\frac{1}{2}$	98	8
1867	113	106 $\frac{7}{8}$	8
1868	123 $\frac{3}{4}$	107 $\frac{5}{8}$	8
1869	119 $\frac{1}{4}$	113	8
1870	128	113 $\frac{5}{8}$	8
1871	126	102	8
1872	111 $\frac{1}{2}$	104	0
1873	109	83	6
1874	85	51	0
1875	65 $\frac{7}{8}$	8 $\frac{3}{8}$	0
1876	15	3 $\frac{1}{2}$	0
1877	5 $\frac{3}{4}$	2 $\frac{1}{2}$	0
1878	17	4 $\frac{3}{4}$	0
1879	29	10	0
1880	41 $\frac{1}{2}$	24	0
1881	55	31	0
1882	49 $\frac{1}{4}$	30	0
1883	51 $\frac{3}{4}$	31	0
1884	51 $\frac{1}{2}$	29 $\frac{1}{2}$	0
1885	70 $\frac{1}{2}$	43	0
1886	129 $\frac{1}{4}$	68 $\frac{7}{8}$	0
1887	142 $\frac{1}{2}$	99	6
1888	125	75 $\frac{1}{2}$	6
1889	132	79	6
1890	173	126	8*

*For 6 months only.

EARNINGS, OPERATING EXPENSES AND NET EARNINGS OF THE
EASTERN RAILROAD COMPANY, 1838-1884.

Year	Miles Operated	EARNINGS		Gross Earnings	Operating Expenses	Net Earnings
		Passengers	Freight			
38						
39	281½	\$ 159,906	\$ 7,375	\$ 168,610	\$ 80,410	\$ 88,200
40	57½	175,041	7,325	193,342	95,933	97,409
41	"	257,754	12,256	299,450	154,958	144,491
42	"	237,023	16,082	269,168	119,039	150,129
43	"	240,558	21,311	274,641	104,640	170,001
44	"	293,762	33,194	343,899	109,318	234,580
45	"	297,440	39,933	356,255	116,840	239,415
46	"	310,061	42,271	369,164	132,556	236,608
47	71	343,372	50,455	413,927	135,083	278,843
48	75	360,888	55,258	452,444	164,815	287,628
49	"	404,071	70,402	517,929	209,686	308,242
50	"	385,608	67,573	539,076	221,660	317,415
51	"	372,167	60,005	502,054	195,398	306,655
52	"	374,797	69,974	488,973	247,955	241,017
53	"	412,053	97,320	620,810	309,935	310,875
54	82	443,490	105,444	730,269	383,844	346,425
55	"	462,924	107,430	647,280	341,283	305,997
56	91½	527,633	134,312	717,868	395,926	321,942
57	"	495,221	115,403	653,841	370,332	283,508
58	"	468,703	109,588	616,783	332,267	284,516
59	"	512,557	138,733	693,409	367,603	325,805
60	"	534,194	147,776	719,234	352,151	367,083
61	95	431,161	100,196	565,939	319,537	246,401
62	"	476,550	125,838	635,628	315,572	320,056
63	"	587,588	160,837	830,238	421,962	408,276
64	"	777,426	198,742	1,063,741	579,765	483,975
65	115	950,033	257,186	1,277,075	761,557	515,517
66	"	1,009,563	346,936	1,422,167	944,452	477,714
67	"	957,833	348,844	1,447,046	901,416	545,630
68	"	978,405	397,651	1,452,212	868,503	583,708
69	"	1,117,670	423,880	1,675,238	944,370	730,868
70	"	980,282	376,054	1,462,770	819,496	643,273
71	216	1,267,284	489,854	1,871,637	1,236,328	635,308
72	223½	1,326,043	539,484	1,973,622	1,399,421	574,201
73	257½	1,392,944	680,033	2,229,839	1,686,697	543,141
74	280½	1,772,376	1,054,537	2,987,299	1,998,981	988,317
75	282	1,662,075	993,077	2,827,290	2,069,871	757,419
76	"	1,400,662	908,932	2,470,971	1,787,376	683,594
77	"	1,384,117	969,852	2,508,107	1,708,790	799,317
78	"	1,378,747	911,995	2,452,935	1,581,125	871,809
79	"	1,341,453	988,043	2,485,977	1,491,192	994,785
80	"	1,524,732	1,198,977	2,905,056	1,820,128	1,084,927
81	283½	1,611,030	1,298,448	3,094,273	1,969,672	1,124,600
82	"	1,766,257	1,393,695	3,403,077	2,292,967	1,110,109
83	285	1,821,826	1,454,878	3,584,506	2,310,830	1,273,675
84	"	1,846,448	1,393,339	3,571,594	2,307,586	1,264,007

3 months.

LOCOMOTIVES OF THE EASTERN RAILROAD COMPANY IN 1848.

Name	When and where built.	Inside or Outside Connections	Number of Wheels	Number of Drivers	Diameter of Drivers	Total weight of Locomo- tive	Engineer
Suffolk,	Lowell, 1838	inside	2	2	5 ft.	lbs.	
Essex,	" "	"	2	2	5 ft.	22,000	
Merrimack,	" "	"	2	2	5 ft.	"	
Rockingham,	" "	"	2	2	5 ft.	"	
Marblehead,	Phila., 1839	inside	4	2	4 ft.	18,000	J. E. Glover
Piscataqua,	Lowell, 1839	outside	2	2	5 ft.	22,000	
Naumkeag,	" 1840	"	2	2	5 ft.	"	
Gen. Foster,	" 1840	"	2	2	5 ft.	"	
Sagamore,	Phila., 1840	outside	4	2	4½ ft.	23,000	
Huntress,	" 1841	"	4	4	5 ft.	34,000	
Shawmut,	Newcastle, 1843	"	4	2	4½ ft.	34,000	
Boston,	" 1844	"	4	4	5 ft.	33,680	
Portland,	" 1845	"	4	4	5 ft.	33,680	
St. Lawrence,	" 1846	"	4	4	5 ft.	32,000	H. Knowles
Portsmouth,	" 1846	inside	4	4	4½ ft.	40,300	A. Sanger
Rough & Ready,	Taunton, 1847	"	4	4	5 ft.	37,000	J. Innes
Witch,	" 1847	"	4	4	5 ft.	"	A. G. Maxwell
Magnolia,	" 1848	"	4	4	5 ft.	"	C. H. Chesborough
Ironsides,	" 1848	"	4	4	5 ft.	"	E. Thurston

	1838	22,000 lbs.			\$ 800
Merrimack, No. 1, Marblehead, No. 5 (second of the name, formerly the Sagamore),	1838	23,000 lbs.			5,000
Cape Ann, No. 6,	1860	53,550 "		built for coal	8,000
Gov. Endicott, No. 7,	1857	48,850 "		March, 1859	7,500
Portland, No. 8,	1845	33,680 "		May, 1860	5,000
Portsmouth, No. 9,	1846	40,300 "			6,000
Boston, No. 10,	1844	36,680 "			6,000
St. Lawrence, No. 11,	1846	34,700 "			4,500
Rough & Ready, No. 12,	1847	37,000 "			5,000
Witch, No. 13,	1847	37,000 "			5,000
Magnolia, No. 14,	1847	42,600 "		Novem'r, 1859	6,500
Ironsides, No. 15,	1848	42,600 "			5,500
Binney, No. 16,	1849	42,650 "		May, 1859	6,500
Bryant, No. 17,	1849	42,650 "		April, 1860	6,500
Agawam, No. 18,	1850	51,950 "		March, 1860	7,000
Salem, No. 19,	1851	53,800 "		Novem'r, 1859	7,500
Danvers, No. 20,	1851	44,300 "		June, 1860	7,000
Traveller, No. 21,	1851	44,300 "			6,000
Express, No. 22,	1851	44,300 "		Feb'y, 1860	7,000
Col. Adams, No. 23,	1854	48,400 "		Jan'y, 1860	7,500
Beverly, No. 24,	1854	48,400 "			5,000
Newburyport, No. 25,	1854	48,400 "		April, 1860	7,500
Salmon, No. 26,	1854	33,600 "			4,500
Chelsea, No. 27,	1854	52,680 "		October, 1858	7,500
City of Lynn, No. 28,	1855	44,200 "			7,000
Tiger, No. 29,	1854	37,820 "			6,000
Nahant, No. 2,	1860	51,800 "		built for coal	8,000
Ipswich, No. 4,	1860	43,100 "		built for coal	5,700

LOCOMOTIVES OF THE EASTERN RAILROAD COMPANY DURING THE 70's.

	Built in		Built in
No. 1, Maverick.....	1865	No. 33, Essex II.....	1865
No. 2, Nahant.....	1860	No. 34, Merrimack II.....	1865
No. 3, Ossipee.....		No. 35, Albert Thorndike.....	
No. 4, Ipswich.....	1860	No. 36, John Howe.....	1866
No. 5, Marblehead II.....	1841	No. 37, D. A. Neal.....	1866
No. 6, Cape Ann.....	1860	No. 38, Geo. Peabody.....	1866
No. 7, Gov. Endicott.....	1858	No. 39, Excelsior.....	1867
No. 8, Othello.....	1845	No. 40, Conqueror.....	1867
No. 9, Portsmouth.....	1846	No. 41, Great Falls.....	1867
No. 10, Boston.....	1844	No. 42, Danvers II.....	1867
No. 11, Rye Beach.....	1863	No. 43, City of Portland....	1868
No. 12, Lawrence.....		No. 44, King Lear.....	1869
No. 13, Union II.....	1870	No. 45, Coriolanus.....	1869
No. 14, Magnolia.....	1847	No. 46, Hamlet.....	1869
No. 15, Ironsides.....	1848	No. 47, Macbeth.....	1870
No. 16, Binney.....	1849	No. 48, Kearsarge.....	1870
No. 17, Bryant.....	1849	No. 49, Tempest.....	1871
No. 18, Agawam.....	1856	No. 50, Katahdin.....	1871
No. 19, Salem.....	1854	No. 51, Everett.....	1871
No. 20, Hampton.....	1862	No. 52, Bangor.....	1871
No. 21, Swampscott.....	1862	No. 53, New Hampshire....	1871
No. 22, Express II.....	1874	No. 54, Carroll.....	1866
No. 23, Col. Adams.....	1854	No. 55, Conway.....	1875
No. 24, Beverly.....	1854	No. 56, St. Lawrence.....	1846
No. 25, Newburyport.....	1854	No. 57, Chocorua.....	1871
No. 26, Naumkeag.....	1854	No. 58, Massachusetts.....	1871
No. 27, Chelsea.....	1854	No. 59, Atlantic.....	1871
No. 28, City of Lynn.....	1855	No. 60, America.....	1871
No. 29, Tiger.....	1854	No. 61, Champion.....	1871
No. 30, Rockport.....	1868	No. 62, Suffolk II.....	1871
No. 31, Salisbury.....	1864	No. 75, John Thompson....	1872
No. 32, Rockingham.....	1864		

No. 32, "Rockingham", was afterwards known as the "Bell Rock"; No. 55, "Conway", as "Devereaux"; No. 57, "Chocorua", as "North Wind". After No. 62, "Suffolk", appeared, the naming of engines went out of practice, the only exception being No. 75, "John Thompson", named for the superintendent of motive power of the Eastern Railroad for many years. All the foregoing locomotives were more or less ornamented. The bells and whistles were polished to a high silver brightness, and bright shining brass bands encircled the boilers. The tenders and cabs were ornamented with fancy scroll designs, and the oil cups and other parts of the running machinery were polished to the brightest brass or steel. About 1880 ornamentation of locomotives ceased, and since then machines have appeared without color and without names. The Eastern, from reasons of strict economy, was among the first of the New England roads to give up the old practice.

Among the best known of the old-time engineers were: William
 a er, Sylvester G. Canney, Reuben Jones, George Judkins, Asahel
 vnn, Abraham Marston, George Dority and Frank Norwood.
 The latter is still in active service.

Cabs on the locomotives were unknown until 1848, when one of
 the engineers on the old Western R. R. of Massachusetts (now the
 tion and Albany) made one of canvas to protect himself from the
 weather. After that locomotive cabs were adopted rapidly by all
 the various railroads.

GENEALOGICAL-HISTORICAL VISITATION OF ANDOVER, MASS., IN THE YEAR 1863.

BY ALFRED POORE, M. D.

(Continued from Volume LIII, page 64.)

Matilda Jane, widow of Joshua Lovejoy, resides in the
 house beyond Fielding's, and is daughter of George and
 Mariet (Fracker) Domett, born in Boston in 1823. They
 lived in Boston and Charlestown, and came to Andover
 in April, 1860. He was a carpet dealer, and died here
 in Nov., 1860. They had children, Gertrude Russell, b.
 1855, and Matilda Domett, b. Jan., 1858. Her father is
 of French descent and resides in Roxbury, and her mother
 is of Scotch descent.

Patrick, son of John and Margaret (Sullivan) Murphy,
 was born in Castletown, Barhaven, Cork County, Ireland,
 in 1839, came to America in 1855, and three years later
 to Andover. His wife is Ellen Casey, who was born in
 Ireland in 1838. Child, Margaret, was born in West
 Andover in 1862.

Rebecca and Louisa Dane, unmarried daughters of
 James and Rebecca (Pillsbury) Dane, reside in a house
 owned by them and their sister Eunice Pillsbury Dane.
 Their father died in 1844, and their mother in 1847.
 Their father built the house in 1830, originally for a store,
 and that he bought of his grandfather, near the house

where Mr. Fielding lives. James was son of John and Mary (Moody) Dane, born in Newburyport, where his mother lived, and grandson of John Dane. James' father was born where Jonas Stratton now lives. These girls' great grandmother Dane was a Chandler. John and Elizabeth (Chandler) Dane's children : Francis, who settled in West Andover where Boutwell resides ; John, settled in Newburyport ; William, settled in West Andover on the Saunders place, where Seth Chase now resides ; Philemon, settled on the homestead where Stratton resides ; Elizabeth, mar. a son of Capt. Thomas C. Foster and resides in Andover village. Rebecca says they descended from Rev. Mr. Dane, who was settled in North Andover. John, son of John and Elizabeth Dane, died in November, 1777, soon after returning from the army, where he received a sunstroke during the battle of Stillwater, at the age of thirty-nine. His wife died in the old house that stood across the way, where Mr. Charles Shattuck's house stands, in September, 1792, aged fifty-five years. Children : John, mar. Deborah Bailey and settled in Greenfield, N. H., after his first two children were born ; he lived first in the house where Goodell now resides, and was a tanner, with a tan yard at the east end of the house, the vats being in that part of the garden that Timothy Frye, the blind man, now owns ; he was also a tanner until the tan house was burned in 1832, but the house was built before John Dane came there ; children : Deborah, died unmarried ; John, mar. — Bowers of Greenfield and died in Francestown ; James Moody, mar. Matilda Averill ; Nathan, lives in New York State ; Henry, mar. in New York State ; Moses, mar. a Holt in Greenfield, and, second, a Bowers, and lives in Rockford, Ill. ; Israel, mar. a Holt ; Gilman, died unmarried. James, b. 1768, mar. Rebecca, daughter of Joshua and Rebecca (Whiton) Pillsbury of Newburyport, b. 1773 ; he was a farmer, and died in 1844, and his wife died Nov., 1847 ; they lived in the house where Charles Shattuck now resides, next on the Stevens place above Carruth's, then he built a part of the Fielding house in 1805, and built the present house in 1830 ; children : Mary, b. 1800, mar. John Humphrey of Hingham, and since his death resided

in Dorchester, having these children, Ann Serena, mar. Charles Wharton, Rebecca, b. 1803, Phebe, b. 1807, Luisa, b. 1810, Eunice, b. 1813. Elizabeth mar. Henry, son of Phileman Dane, and settled in West Andover. Moses mar. Priscilla, daughter of Phileman Dane.

Nearly opposite the Misses Dane is Charles Shattuck's residence, built about 1861, on the site of the old house which was occupied by the father and perhaps grandfather of Gideon Foster. The latter removed the house which once stood where Dea. Lovejoy's now stands, in which Gideon died. Gideon's brother Obadiah left the place next west where the widow of Joshua Lovejoy now resides, as long ago as 1770. Next after the Fosters left, Nehemiah Abbott kept tavern there during the war. Benjamin Brown had it a while and returned to Salem, selling it to Dr. Parrish of Byfield. Jonathan Gleason of Reading worked the farm for Parrish for ten years.

In the house which stood where Charles Shattuck's house stands, old Mr. Foster kept tavern, and later Mrs. Shattuck's husband kept tavern there from 1801 to about 1805. Many persons travelling in those days from Maine to Ohio went over this road. Col. Silas Clarke, Mrs. Shattuck's husband, who was in the Revolution, had removed from Boston to Maine, settling in Bangor, where his daughter, who married a Hatch, now resides. He was one of the very early emigrants who went through this way when Mrs. Shattuck, who was born Nov. 8, 1775, was fourteen years old.

Old Mrs. Shattuck's husband, Peter Shattuck, bought this place here of William Foster of Boston, about 1796, but she thinks not related to the old Fosters here. After the old Fosters [Capt. Richard] Stacey of Marblehead bought the place, and resided here at the time of the Revolution. Mrs. Shattuck's husband was son of Joseph and Anna (Johnson) Shattuck, and was born in what is now Lawrence, a mile below where Capt. Nathan Shattuck now resides, Oct. 18, 1772, and died Dec. 9, 1855. Children: Peter, mar. Lucy, daughter of Benjamin Moore of Andover, half-sister to Rev. Mr. Moore, late of South Andover, and died, leaving six sons, and his widow married Thomas C. Foster, who had a son George Ed-

ward, who married in Taunton and lives in New York; Susan, died young; George, d. aged sixteen years; Leonard, twin, mar. Harriet Clark of Tewksbury, and resided in Haverhill until 1863, when they moved to North Bridgewater, having children, Harriet, who married an Englishman named Mergatroyde in Nashua, and Susan, who lives in Haverhill; Susan, twin, mar. George Bradley, son of Joseph Bradley of North Andover, a wheelwright; Harriet, mar. William Bradley, brother to George, who died, and she mar. second, Alfred Putnam from Danvers, a baker; Franklin, mar. first, Elizabeth Kendall of Amherst, mar. second, Rebecca Cook from Dover, N. H., by whom he had Frances Elizabeth, b. Nashua, mar. Isaac B., son of Charles Johnson of Andover, resides in Mechanicsville, Iowa, whose children are Charles William, Susan Melissa, b. Nashua, N. H., 1838, mar. Philip Gustavus, son of John Hyde of Charlestown, lives in Mechanicsville with two children, John Franklin, b. 1858, and Carra; William, who is a carriage manufacturer in Sacramento, Cal., mar. Olive, daughter of Benjamin Clark of Maine, has lived in Lowell and Tyngsboro, their daughter Elizabeth Frances having been born there, and also in Alton, Ill.; Thomas Clark, b. 1813; Charles, b. 1815, mar. Rosetta, daughter of Chipman and Mary (Lazell) Hopkins, born in Wareham in 1821, whose father belonged on the Cape, but whose mother was a native of Pomfret, Vt., and their children are Frances Rosetta, b. 1841, mar. Horace P. Beard; Charles William, b. 1843, in Co. F, 35th Mass. Regiment; Fred Hopkins, b. 1856, and Jenny Totman, b. 1860. Franklin Shattuck also had Lucy and Franklin, who died young, and he married, third, Mary Ann, daughter of John B. Robertson, from New York State, by whom he has had Merritt, b. 1844, Franklin, Charles W., Willard, died young, Matilda, b. 1854, Harriet, b. 1858, and Rosetta, b. 1860.

Mrs. Shattuck's grandfather, Capt. Samuel Clark, who was in the Revolutionary war, lived in Braintree, where he died about 1795, aged about ninety years. His wife was a Tileston, and they had Lemuel, Samuel, John, Silas. Mrs. Shattuck's father was Samuel, who died with

in Andover in 1825, aged seventy-eight years. His wife was Sarah Burrill of Weymouth, sister to Samuel Burrill, who died in 1825, aged seventy-seven years. Capt. Samuel Clark, Mrs. Shattuck's father, came to West Andover to reside in 1790, lived in the Stevens house until he built the house where Comptois resides and remained in it about 1803.

On the street leading from near Charles Shattuck's toward South Andover village, east side, is where David, son of David and Alice Jameson, has resided since April, 1859. He is a butcher, and came from Lowell to Andover in 1856 and bought the place of Joseph Abbott. John Chase also lived here. Mrs. Jameson says that a Mrs. Ballard and a negro boy set out the very large elm tree in front of the yellow house about one hundred years ago. Mr. Jameson was born in Leven, not far from Matrose, Scotland, in 1826, and came to America in 1855. His mother is also in this country, residing with her daughter Alice, who is widow of John Marland, cousin to the present John Marland. Mrs. Jameson is Sarah Jane, daughter of Jeremiah and Sarah (Wardwell) Farnham, born North Andover in 1827. Her mother is daughter of John and Sarah (Trusell) Wardwell, and resided in Frye village. Children: David Trussell, b. Lowell, 1851; John Trussell, died young; William Lewis b. 1853; Charles Albert, George Davis and Julia Ann, b. 1854 at one birth, the last two dying young; Mary Ellen, died young; David Moses, b. 1856; Ellie Francis, b. 1858; Sarah Ann, b. 1859.

Thomas Stratton lives in the second house on the old stage road from Andover to Lowell, where he has resided since August, 1856. He built his barn that year, but his house was built by Franklin Heald in 1849. The old house stood on the same side of the street about four rods south of this. Mr. Stratton is son of Sewall and Anna (Cutting) Stratton, born in Royalston, Mass., but his father removed, Sept. 12, 1802, when he was two years old, to Amherst, N. H. At the age of twenty-one he was a teamster, and later constable in Boston, serving on the night watch fourteen years. His son Henry C. is constable at the Police Court. Mrs. Stratton is Mary,

daughter of Andrew Wilson and Rebecca (Lovejoy) Duncklee, and was born in 1805 in West Andover. Children: Henry Campbell, b. Nov. 19, 1827, mar. Esther Boyden, daughter of Mason White, Esq., of Sandwich, and lives in Boston, having children, Winnella White, b. 1856, Esther Rebecca, b. 1857, Jonas, b. 1858, Henry Wilson, b. 1860, Edith Louise, b. 1863; Theodore Wilson, b. Boston, Mar., 1839, mar. Joanna, daughter of Humphrey Gill of Hingham; Rebecca Vilana, b. 1831, mar. David Albert, son of David Abbott, b. West Andover, a shoe manufacturer of Stoneham.

Mrs. Stratton says her father was son of Andrew Wilson Duncklee, and her father had a sister Sarah who married Isaac Blanchard, whose son Isaac was toll gatherer on the Charlestown bridge, and a brother Nathaniel Duncklee who resided in the south part of Andover and had Sarah, mar. Capt. De Bloise of Charlestown, Hannah, mar. Ralph Pratt in Malden, Martha, mar. Ames Drake of Charlestown, Rebecca, mar. a Moore of Charlestown, Mary, Nathaniel, John and Ford.

Andrew W. and Rebecca (Lovejoy) Duncklee's children were born in this town. He died in Cambridge about 1824. The widow died Feb. 27, 1849, aged eighty-four years. Children: Andrew Wilson, b. Feb. 29, 1796, d. of yellow fever, in Augusta, Georgia, where he had thirty slaves, about 1820; Dolly Ballard, b. Sept. 14, 1797, mar. Amos, son of Jacob Bennett of Canterbury, N. H., settled in Sandwich, died in 1827, and he mar. second, Elizabeth Carr, and had children: Andrew Wilson, b. 1823, mar. Mary Ann White, and have children Nellie and Elizabeth; John, b. 1825, who lives in San Francisco; John, b. Sept., 1798, mar. Caroline, daughter of J. Norton of Boston, died June, 1827, and his widow mar. Ephraim Hays of the Merchants Hotel, Boston, but had had by John, Caroline Rebecca, John, b. 1829, mar. Anna Southwick of Sandwich, who d. Dec., 1863; Jacob, b. 1802, d. unmarried in Georgia; Martha, twin, b. Sept. 12, 1805, mar. Joseph Warren Hastings of Cambridge, son of James; Mary, twin, b. Sept. 12, 1805, mar. Mr. Stratton; Rebecca, b. Sept. 8, 1807, mar. Theodore Kern of Cambridge, and is agent for the glass factory in Sandwich.

(To be continued.)

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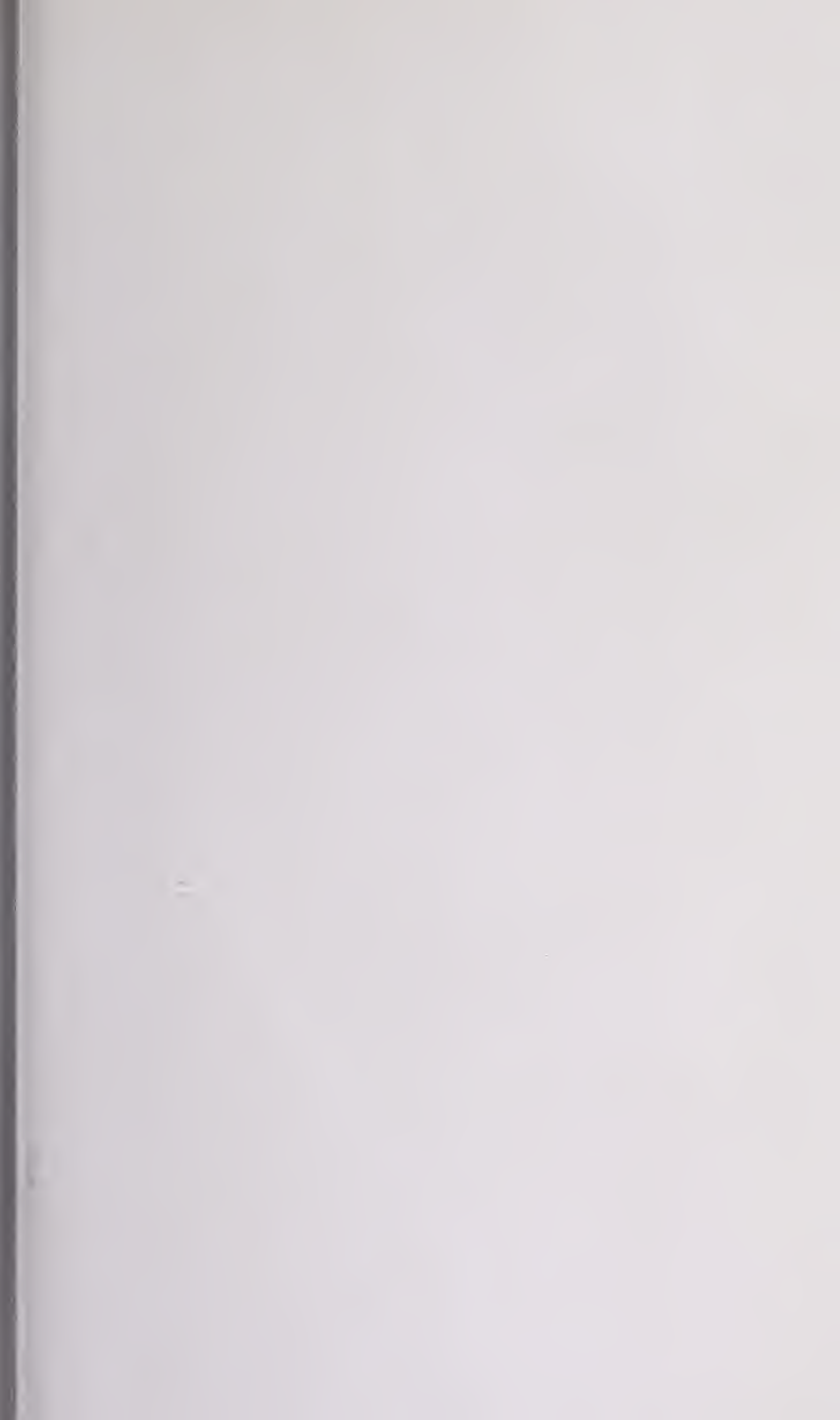
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ABRAHAM LINCOLN

Bronze statue by John Rogers

HISTORICAL COLLECTIONS

OF THE

ESSEX INSTITUTE

VOL. LIII.

OCTOBER, 1917.

No. 4

JOHN ROGERS,
SCULPTOR OF AMERICAN SUBJECTS.

Some fifty years ago there was a popular demonstration of interest in a purely American sculptor, and his work could be found in thousands of homes. This artist was John Rogers, and he worked in the belief that the vast majority of the people of the United States would appreciate and enjoy the reproduction of characteristic and familiar subjects in art rather than the classic forms and figures from mythology. If popular fancy and large sales of his productions may be considered a correct proof of his views, he must have felt entire satisfaction. One factor of his success, however, must be taken into consideration,—his choice of so many subjects from characters and incidents in the Civil War, which at the time touched so closely the minds and hearts of the people.

John Rogers was born October 30, 1829, in Salem, Mass., in his grandfather's house—the Pickman-Derbybrookhouse mansion, demolished in 1915 to make place for a Masonic Temple. When his father settled in Roxbury, he attended the Latin School in that town, and later went to the Boston High School. At the age of sixteen he left school, and for about a year was a clerk in a dry goods store. After that for a few months he worked as a surveyor on the Boston water works, and then began to learn mechanical engineering in a machine shop in Manchester, N. H., where locomotives and cotton machinery were manufactured. There he worked for seven years,

and it was during this period that he first began to practice modelling during leisure hours. While in Boston at one time he had seen a friend modelling a head and the idea had appealed to him greatly. His father, however, always had discouraged any artistic inclinations which he had hitherto shown, preferring that he should follow a mercantile career.

The early models that he made were not cast in plaster and being left in the original clay soon disappeared, from the frailty of the material. There was the "Boy Playing at Marbles," "The Old Friar," "At the Confessional," and others, some of which were placed on exhibition at early New Hampshire state fairs. These were halcyon days for the young artist, and he was always sure of an admiring audience about his groups. The clay in the vicinity of Manchester was of excellent quality, and in company with young friends he would obtain it from the clayey strata on the sandy shores above Amoskeag falls. Statuettes were not common at that time, and Rogers, without the facilities of modern art schools to teach the science of lines or pictorial composition, worked on such subjects as he found in domestic life around him, always embodying a vein of humor, that spiced his art and engaged the interest of the public.

While living at Manchester his eyes troubled him so much that at last he was obliged to relinquish work and a trip to Spain for his health was the result. On his return he went to Hannibal, Mo., where he entered a locomotive machine shop, remaining until the financial panic of 1857, when the works were shut down and he was obliged to leave. All this time he had been modelling during his leisure moments, but as he had to give fourteen hours a day to the machine shop, he did not advance rapidly. He had saved money, however, and finally decided to go abroad to see the great works of sculptors, and then to take up some art work that would assure him of a living. This was during the winter of 1858-9. He was gone eight months and visited Paris and Rome. In Rome he studied art for the first time in the studio of a Mr. Spence, an English sculptor. In a short time, however, he found that the classic style did not appeal to him,

and his observations led him to the determination to become an American sculptor, and to found a style of his own.

On returning to America he went to Chicago and engaged in work as a surveyor, and while there he made a small group, called "The Checker Players," which was exhibited at a charity fair and attracted much attention. The commendation bestowed upon this group greatly encouraged him. Then the war began, and he saw the opportunity to popularize his figures. In 1860 his "Slave Auction" was exhibited in the Union Art Galleries at New York City, and he was at once acclaimed a sculptor of merit. A small studio was taken in an attic at 599 Broadway, New York City, and there began his successful career. Rogers modeled his figures in ordinary clay, and having learned from an Italian a method of reproducing the groups in plaster, by means of gelatine moulds, he was enabled to sell a large number of each group. Many groups had not been made before he perceived the necessity of having the original working model cast in bronze, and at his death there were forty-eight of these bronzes in existence. Some of these are now on exhibition at the Metropolitan Museum in New York and at the Academy of Fine Arts in Brooklyn.

As a general rule these statuettes were admirably grouped, the figures were correctly and artistically posed, and the modelling was skilfully done. While most of them depict domestic events or illustrate realities of war, they were treated in so picturesque and skilful a manner as to imbue them with a sentiment and ideality scarcely to be expected in works drawn from such sources. Some faithful portraits were produced in certain groups, one, "The Council of War," depicting Lincoln, Stanton and Grant, being notable. In three scenes from the life of Tip Van Winkle, Joseph Jefferson was his model, and a statue of Henry Ward Beecher, made in 1869, was considered by all an excellent portrait of the great preacher.

Agencies for the introduction and sale of the groups were established in all of the larger cities in the country, and the artist found himself a famous man on the merits of his work. As wedding presents or presentation offer-

ings the groups were in ready demand, eventually finding an honored location on the black walnut table standing in the parlor window. It is estimated that of each of the more popular groups at least three thousand copies were sold, and that at least one hundred thousand examples of his work must have been displayed in all parts of the United States, but principally in New England and the Middle West. The average group was sold at fifteen dollars. "The Council of War" brought twenty-five.

The groups themselves were never poor, even if not representing the very highest form of art. They were never in bad taste, frivolous nor trifling, and never preserved anything one would wish forgotten. They portrayed fundamentally interesting and beautiful incidents and sentiments or humorous situations, chiefly of humble life. "They were given to the public at a time when an appeal to national sentiment found prompt response, and notwithstanding shortcomings in technique, artistic conception and methods of treatment, they stood out boldly as the first popular appeal that sculpture had made to the American people."*

In his Shakespearean groups the artist appears at his best, both in the conception of the characters and in vigorous and spiritual modeling. The rendering of the subjects, both in anatomical action and drapery, shows good drawing and worthy composition. But it was the "war groups" that won greatest popularity during that period of civil strife, and Henry Ward Beecher publicly praised the assistance rendered the Abolition cause by "The Slave Auction" and similar subjects. Rogers always considered "Taking the Oath" his best work. "The Football Players" was the last group that he modelled.

Rogers did two pieces of sculpture of heroic size. The first, an equestrian statue of Gen. John F. Reynolds, who was killed at Gettysburg, now stands in Philadelphia before the City Hall. To execute this he build a studio at Stamford, Conn., and completed the model in less than a year. The second stands in a small park at Manches-

*Charles H. Israels in *The Architectural Record*, Nov., 1904.



JOHN ROGERS

1829-1904



ICHABOD CRANE AND THE HEADLESS HORSEMAN.

Bronze group by John Rogers.

er, N. H.—“Abraham Lincoln.” It was shown at the Columbian Exposition and obtained a gold medal. He also made a fine bronze bust of General Paez of Venezuela and two bronze groups of half-size—“The Landing of the Norsemen,” now in the Museum of Arts and Sciences, Brooklyn, N. Y., and “Ichabod Crane and the Headless Horseman,” which may be seen at the Metropolitan Museum of Art, New York City. He also made a few busts of friends and members of his family, viz.:—John E. Williams, President of the Metropolitan Bank of New York, Dr. Willard Parker of New York City, William Cullen Bryant (owned by Mrs. John Rogers), Dr. John O. Stone of New York City, and others. His greatest success, however, always was in the work that he originated, “art for the people,” invested with dignity and charm, and at his death in 1904 it might well be said that he had done more to imbue the American people with an appreciation of art than any contemporary sculptor.

“It is unfortunately the custom of the American sculptor of to-day to forget John Rogers when he names the list of men who have given life to plastic art in the United States, and who have made possible the sculptural decorations of St. Louis and Chicago. But notwithstanding the lack of appreciation on the part of his successors, Rogers’ name is firmly fixed in his nation’s history. He was the first American to show his countrymen that sculpture was a living art, that it could properly express the things that are, as well as the things that were: that a subject was not too humble to be treated by the artist because it entered into the daily life of his own people. Rogers plainly blazed the way for stronger, better trained, but less original men, and with it all he had no mean share in feeding the fires of patriotism through the four long years of civil war.

“His recognition was instantaneous. Rogers was the people’s sculptor. He told the story of his time in clay just as sincerely as the men of Barbizon told theirs in color. His public was crude and his efforts are not to be compared with theirs, but within his limitations he served his purpose with as much sincerity and with equal effect.

Our national art and our national sentiment both owe a debt to John Rogers."*

LIST OF ROGERS' GROUPS.

Those marked "E. I." are in the collection preserved by the Essex Institute; those marked * were formerly in the collection of the Manchester (N. H.) Art Association and were destroyed by fire in 1902.

At the Confessional (early clay).
 The Bushwhacker.*
 Boy playing at marbles (early clay).
 Bubbles.*
 The Balcony.*
 The Bath.
 Checkers up at the Farm. E. I. *
 Coming to the Parson. E. I. *
 Council of War. E. I. *
 Courtship in Sleepy Hollow. E. I. *
 The Charity Patient.*
 The Country Post Office.*
 Camp fire.
 Camp life(?).
 The Checker Players (early clay).
 The Checker Players.*
 Challenging the Union Vote.*
 Chess.*
 Card players.
 Castles in the air (in marble in 1862).
 A matter of opinion.*
 The Elder's daughter.*
 Fairy's Whisper (one only made).*
 The Fugitive's Story. E. I. *
 Foot ball. E. I. *
 First Love. E. I.
 Fetching the Doctor. E. I. *
 The Favored Scholar. E. I.*
 The Foundling.*
 Fighting Bob, or Bob Acres.*
 Frolic at the Old Homestead. E. I. *

*Charles H. Israels in *The Architectural Record*, Nov., 1904.





ROGERS' GROUPS

- The First Ride.*
 Faust and Marguerite, their first meeting.*
 Faust and Marguerite, leaving the garden.*
 Going for the Cows. E. I. *
 Garrison, Wm. Lloyd(?), now owned by the Mass. Historical Society.
 General Stark at Bennington.*
 General Stark—equestrian figure.*
 Home Guard.*
 "Ha! I like not that." E. I.
 Hide and Seek—boy.*
 Hide and Seek—girl.*
 Henry Ward Beecher.*
 "Is it so nominated in the bond?" or Shylock. E. I. *
 King Lear and Cordelia.*
 Mail day.*
 A matter of opinion. E. I.
 Making friends with the cook.*
 The Mock Trial. E. I. *
 Neighboring Pews. E. I. *
 One more shot. E. I. *
 The Old Friar (early clay).
 Othello and Desdemona.*
 Playing Doctor. E. I. *
 Parting Promise. E. I. *
 Picket Guard.*
 Politics.*
 Phrenology at the Fancy Ball. E. I. *
 The Parson's Daughter(?).
 Private Theatricals. E. I. *
 Polo.*
 Peddler at the Fair.*
 The Photographer (in two groups).*
 The Returned Volunteer. E. I. *
 Rip Van Winkle at Home.*
 Rip Van Winkle in the Mountains.*
 Rip Van Winkle Returned.*
 Romeo and Juliet.*
 The Referee.*
 Sharp Shooters. E. I. *
 School Examination. E. I. *
 The Slave Auction.*
 "Shaughraun" and "Tatters."*
 School Days.*
 Town Pump. E. I. *

Taking the oath and drawing rations. E. I. *

Tap at the window.*

Travelling magician.*

Uncle Ned's School. E. I. *

Union Refugees.*

Village Schoolmaster.*

We Boys. E. I. *

"Why don't you speak for yourself, John?" or John Alden and Priscilla. E. I. *

Wounded Scout. E. I. *

Weighing the Baby. E. I. *

Wrestlers.*

The Watch on the Santa Maria.*

Washington.*

Zouaves playing cards.*

NEWSPAPER ITEMS RELATING TO ESSEX
COUNTY, MASSACHUSETTS.

(Continued from Volume LIII, page 280.)

Messirs. Fleets. *IN Compliance with the Request of the Gentlemen at Marblehead, signified in your last Paper, the following Example will explain the Method of taxing Real Estate in this Town.*

SUPPOSE the Real Estate to be 131. 6s. 8d. per annum + 6 = 801. the Interest of which Sum is 41. 16s. That is the Valuation of said Real Estate to be taxed upon for the current Year.

Boston Evening Post, August 24, 1767.

This Day is Published, [Price Eight Pence] And to be sold by Thomas & John Fleet, at the Heart and Crown, in Cornhill, Boston; and by Daniel Balch, In Newbury-Port. REMARKS ON A SERMON OF THE Rev. Mr. Aaron Hutchinson, of Grafton; entitled, Valour for the Truth, preached to the Presbyterian Congregation at Newbury-Port, April 25, 1767. And lately published (as 'tis said) to the Desire of the Hearers. By JOHN TUCKER, A. M. Pastor of the First Church in Newbury. *At the above Places may be had, Price 1s. L. M.* MR. TUCKER'S NARRATIVE OF A LATE Council at Newbury.

Boston Evening Post, September 14, 1767.

Last Wednesday Evening, it being exceeding dark and stormy, one Mr. Bradley, of Lynn, near 80 Years of Age, going home from hence, lost his Way and was found dead the next Morning in a swamp, a little out of the Road there: The same Night a Son of the said Bradley's, who worked at a Brick Kiln in Medford, also missed his Way, and was found drowned in a Pond there.

Boston Evening Post, September 28, 1767.

We hear from Newbury, that last Week Dudley Atkins, Esq ; of that Place, died there after a short illness.

Boston Evening Post, September 28, 1767.

THE Subscriber's Shop in Salem was Broke Open the First of this Instant, in the Night and the following Articles were Stolen from him, viz. ONE pair square Stone Buckles, 4 pair Stone Earrings set in gold, 6 or 7 Gold Rings, 5 or 6 pair Cypher Stone Buttons set in silver, 50 or 60 pair Silver shoe and knee Buckles, 6 strings of Coral Beeds, Part of gold Necklace, 1 half Dozen Tea-Spoons mark'd I. T., one large Spoon, Maker's Name J. Towzel, 7 pair silver Sleeve Buttons, together with Neck-Buckles, &c. &c. &c.

ANY Person that will discover the Thief or the Goods, that the Owner may recover them again, shall have *TEN DOLLARS* Reward and all necessary Charges paid by me.

John Towzel, Goldsmith.

Boston Evening Post, November 9, 1767.

Last Wednesday Night being very dark and exceeding Stormy, a Brig from Monti Christo, bound in to Marblehead (to which Place she belonged) was drove ashore on Eagle Island, at the Entrance of that Harbour, where she soon beat to Pieces & all the People perished:—She had before been in at the Vineyard and taken a Pilot on Board, at which Place the Master left her to his Care, and came round from thence by Land.

Boston Evening Post, November 9, 1767.

Richard Cranch From ENGLAND, who lately carried on the Watch Maker's Business at *Salem*, hereby informs the Publick, That he has removed from thence to *Boston*, where he carries on the same Business, at his Shop in Hanover-Street. And he would particularly inform the Gentlemen of Salem, Marblehead, and the neighbouring Towns, who favour'd him with their Custom before he remov'd, that they may have their Watches bro't to him, and carried back again to *Salem*, free of any Charge for Carriage, by applying to Mr. Boardman, who goes regularly three Times a Week in the Stage-Chaise between *Salem* and *Boston*.

Boston Evening Post, November 23, 1767.

On Thursday Morning last, at Three o'clock, a Fire broke out in the Shop of Mark Fitz, Chaisemaker, of Newbury-Port, which soon consumed that and two other buildings joining to it. The Weather was so extreme cold, that the Engines were with Difficulty managed, but the Inhabitants exerted themselves in an extraordinary manner, and saved two Dwelling-Houses which were in imminent Danger.

Boston Evening Post, December 21, 1767.

A Gentleman from Salem says, that out of respect to the Recommendation of the Selectmen of Boston, a Town Meeting was lately held there, and a Committee chose to draw up Articles of Agreement for the promoting Economy, &c. amongst them and that Articles were accordingly presented to the Town at the Adjournment of the Meeting, which were similar to those agreed upon in Boston, when the true Spirit of Liberty once more exerted itself in the ancient and respectable Town of Salem, as it had done not long since in the free Election of their Representatives, without having any regard to foreign Dictates; and the said Articles were accordingly rejected.

Boston Evening Post, December 21, 1767.

Notice is hereby given to the Proprietors of *New Salem*, in the County of *Hampshire*, that they meet on Wednesday the Twenty-Fourth of *February* next, at Three o'clock in the Afternoon, at the *Kings-Arms*, in *Salem*, to consider and act upon the following Articles, viz.

Whether the Proprietors will sell the remaining undivided Land in New-Salem, belonging to the Proprietors, and if they incline so to do, to choose and empower a Committee for that purpose.

To consider whether the Proprietors will make Restitution to any Person or Persons who have received Damage by laying out Division Lots.

And to do and act upon any Thing they may think advantageous to the Propriety.

Salem, Dec. 9, 1767. By Order of the Committee,

Benja. Pickman, jun. Proprietors Clerk.

Boston Evening Post, December 21, 1767.

Messrs. Fleets. We are inform'd by the public Prints, that the late good and wholesome Resolves of the Town of *Boston*, relative to *Industry, Frugality*, and retrenching Superfluities, have been approved and adopted by several neighboring governments, and by many Towns in this Province. And it is reasonable to suppose that all understanding men, however their political principles may differ, will do all in their power to promote so good a work, and to prevent impending ruin. It is therefore matter of wonder, that this *important Concern* is treated by many as a matter of *Ridicule* and *Contempt*, and become a meer *Party Affair*. It is certain, that the great friends and patrons of the late *Stamp-Act*, & who are fond of *new Establishments* and *Impositions*, laugh heartily at the late managements in the Town of *Boston*, and are seconded by their Understrappers, such as the True Patriot, and others of the same Stamp, who have made their *feeble* efforts in the public papers to retard our Hopeful Beginnings.

The late management of the town of *Salem*, with regard to this affair, is both surprising and extraordinary. By an article in your last paper we are informed, That "out of regard to the recommendation of the Select-Men of *Boston*, a Town-Meeting was lately held at *Salem*, and a committee chose to draw up articles of agreement for the promoting oeconomy, &c. among them; and that articles were accordingly presented to the town at the adjournment of the meeting, which were similar to those agreed upon in *Boston*."——And that those articles were Rejected by the *ancient, wise and respectable* town of *Salem*.

I think no account has appeared, as yet in the public prints, of any meeting in the town of *Marblehead* on this occasion. It is observable, that *Salem* and *Marblehead* lie *contiguous*; and that their *topical situation* is similar to that of the tribe of *Zebulon*, recorded Genesis xlix. 13. *Zebulon shall dwell at the haven of the sea and shall be for an haven of ships*. And as the inhabitants of both these towns are, the greatest part, merchants, seafaring men, and fishermen, and their business and interest being chiefly *by the way of the Sea*, it is no wonder if they should espouse

the same political principles by common consent. Therefore let it be remembered, that when we were alarmed at the approach of the *Stamp-Act*, those two towns manifested the greatest inclination to comply with it of any towns in the province : this will plainly appear by the public votes and instruction of those towns, still extant in the News-Papers of that time. They were also no doubt influenced by that well-known maxim of *sound reason, and love to the country*, namely, *that the surest way to procure a repeal of the Stamp-Act, was to yield a compliance with it.*

In the fore cited chapter, we have the character of *Issachar* set before us, in a very elegant manner, verses 14, 15: *Issachar is a strong Ass crouching down between two burdens. And he saw that rest was good, and the land that it was pleasant ; and bowed his shoulder to bear, and became a servant unto tribute.*

As it is far from my intention ; so I hope none will presume to transfer this *abject character* to any of our respectable towns. I shall only make this short comment on the text. *That when a People willingly become BEASTS of BURDEN, and court the Whips & Scorpions of arbitrary power, their case is miserable indeed.*

May the people of this land, evermore, and by all legal methods, maintain their *proper freedom*, & shun the practice of *licentiousness*, in every shape. And I heartily wish that all our Towns may unite in the proposals lately set on foot, to promote *Industry* and *Frugality* : and to shake off those *expensive Articles of Superfluity*, which are a reproach and scandal not only to this great metropolis, but to every Town in the country. And may the resolutions already come into relating to this *most important concern*, be every where encreased and strengthened, till what has been so happily begun in *Theory*, shall be carried on, and finished in a speedy and *practical application*. This is the only way (with the blessing of God) to retrieve our *sinking state*, and become a happy and flourishing People.

S—— C——r.

Boston, Dec. 24, 1767.

Boston Evening Post, December 28, 1767.

The mortal Distemper which lately prevailed among the Horses at New York, New Jersey, Pennsylvania, &c., is now very prevalent with the Horses in this Province, great numbers of them being sick.—A very valuable Horse belonging to Mr. Stavers, the Eastern Post Rider, was taken with the Disorder last week on the Road, & he was obliged to leave him at Ipswich; the Post Chaise Horses were also taken with it last Tuesday Night at the same Place.—’Tis said Tar put upon the Bridle Bitts will prevent their catching the Distemper.

Boston Evening Post, January 11, 1768.

Rowley, Jan. 4, 1768. On the 5th instant died here, of a lingering illness, in his 20th Year, Mr. *Joseph Adams*, a Student of Harvard College.—Of this ingenious, this virtuous and religious Gentleman, we had great Hopes; his Death is much lamented here, as also greatly regretted by his Acquaintance at College.

Boston Evening Post, January 11, 1768.

Messrs. Fleets. As the Proceedings of the Town of *Salem* in the late difficult times are greatly misrepresented in yours of the 28th of December last, in a Piece signed S. C——r. Please to give the following a place in your next, that the public may know what that Town really did in those times.

When the time approached that the late Stamp Act was to take place The Town of *Salem* in a full Meeting (called for that purpose) unanimously voted that they would put an entire stop to their Trade rather than make use of any Stamp Papers; which they would punctually have observed; and had no other way been afterwards found to clear out their vessels, would have hauled them up; tho’ by thus stopping their trade they would have suffered more perhaps than any Town in the Province.—They also agreed to the utmost of their power to prevent any riots and outrages being committed among them.—I think this very different from that “*maxim of sound reason: the surest way to procure a repeal of the Stamp-Act is to yield a compliance with it.*”—

And as to the Town of *Salem* rejecting the articles lately enumerated and recommended by the Metropolis:

he people of that Town have for time out of mind been esteemed extremely prudent; they therefore thought they might reject those articles [many of which they did not import or make use of] without giving offence to any.—

I think also it may be asserted with truth, that this Town always has, and by all lawful methods intend to maintain their freedom, and avoid excess and licentiousness in every form, and wish for nothing more than that a good understanding and unity may be carefully maintained among the inhabitants of all the towns in the province, as being the most likely way (with success) to be able to resist the scheme of those who may endeavor to enslave us.

Salem, Jan. 5, 1767.

Peter Frye.

Boston Evening Post, January 11, 1768.

A Ship is arrived at Marblehead from Cadiz, after a tedious Passage of 99 Days.

Boston Evening Post (Supp.), January 25, 1768.

We hear that Capt. Patten, in a Schooner from Jamaica, was cast away last Tuesday night near Cape Ann; the Vessel and Cargo lost.

Boston Evening Post, February 1, 1768.

This is to inform the Publick, that James Bott, Coach and Chaise-Maker from London, Has set up his Business at the Sign of the *Saddle*, in *Salem, New-England*. As many Gentlemen have given him Encouragement to settle here, being in want of an European Workman, that so they need not send Home for such Articles as he can supply them with: He hopes to give Satisfaction to all such as shall Employ him, and they may depend upon the greatest Care being taken to do his Work in a compleat Manner, and with all possible Dispatch.

N. B. The said Bott keeps all sorts of Saddles, with Furniture for them, which are made at his Shop by Workmen from the above Place, and will be warranted to stand good when delivered by their Humble Servant,

James Bott.

Boston Evening Post, February 1, 1768.

The Brig Ann & Dorothy, Capt. Ephraim Ropes, bound from Jamaica to Salem, foundered the 8th of October last, off the Isles of Pines, near Cuba, the People were taken up by a Spaniard, and carried back to Jamaica.

The Disorder among the Horses prevails at the Eastern Parts: A Number on board a Vessel at Ipswich, outward bound for the West Indies, were obliged to be taken out, one of them was so violently seized that he beat his Head against the Sides of the Vessel till he killed himself.

Boston Evening Post, February 8, 1768.

To be sold at *PUBLIC VENDUE*, on thursday the Third Day of March next, at the *Half Moon Tavern* in *Gloucester*.

ALL the Real Estate of *William Stevens, Esq;* of Gloucester, deceas'd, consisting of his Mansion House & Land adjoining to it—and sundry other pieces of Mowing Land, Pasturing and Marsh. Also a Farm on Eastern Point containing about 150 Acres, well accommodated with Pastures, Orcharding, Mowing, Plough-Land and Salt-Marsh; it has on it a large Dwelling-House, Barn, Fish Yard, with two Fish Houses and Fish-Flakes all in good order, also two Pews in the Harbour Meeting House and two Rights and a half of land in the Township of New Gloucester.—At the same Time and Place will be sold two Fishing Schooners, one of 70 Tons, and the other 57 Tons, & half another Schooner of 50 Tons.—The Sale to begin at 9 o'clock A. M.

If any Persons are minded to purchase at private Sale, they are desired to apply to *John Stevens, jun.* in Gloucester any Time before the Day above-mentioned.

Also all Persons who are any ways indebted to said estate, or have any accounts open with it, are desired to settle the same as soon as possible, with *John Stevens jun. administrator on said estate*, or they will certainly be sued to Ipswich March Court. Gloucester, Jan. 28, 1768.

Boston Evening Post, February 8, 1768.

(To be continued.)

EDWARD LUMAS OF IPSWICH, MASS., AND SOME OF HIS DESCENDANTS.

COMPILED BY GEORGE HARLAN LEWIS FROM PROBATE
AND LAND RECORDS AND THE NOTES OF ELISHA S.

LOOMIS, PH. D., WITH ADDITIONS BY
CHARLES A. LUMMUS.

(Continued from Volume LIII, page 152.)

87. NATHANIEL LAMOS, son of Nathaniel and Abigail (Roberts) Lummus, was born 3 Sept., 1785, and married, 12 Oct., 1815, Huldah Hussey, who died 1 Jan., 1840. He removed to Tuftonboro, N. H., in 1815, where he died 1850.

Children :—

31. GEORGE F., b. 28 Aug., 1816; d. 23 Dec., 1825.
32. HANNAH H., b. 26 Feb., 1819; m. — Pinkham of Dover, N.H.
33. ELIZABETH W., b. 9 Mar., 1821; m. David Mudge of Lynn, Mass.; d. 11 May, 1862.
34. ABIGAIL, b. 20 Apr., 1823; d. 11 Aug., 1824.

88. CAPT. DANIEL LUMMUS, son of Daniel and Prudence (Smith) Lummus, was born in Ipswich, bapt. 30 Aug., 1747, and married (int.), 30 Nov., 1771, Mrs. Anna Lord, who died 16 Jan., 1830, aged 79 years. He died intestate, in Ipswich, 8 Nov., 1812, aged 65 years. He was a carpenter and joiner by trade. His son Daniel administered his estate. Inventory, \$4081.11 (Essex Probate Docket, 17,342). Captain Daniel and his brother Isaac (No. 93) received the ancestral estate from their uncle Jonathan (No. 42) by will. Isaac quit-claimed, 9 April, 1799, to Captain Daniel his interest in the western half of the house, and also a piece of land at the west corner of the homestead. His father Daniel (No. 43) had already sold him, 4 April, 1770, one-half of his house and

barn, with a half acre of land. The committee appointed to divide the estate and set off the widow's third, on 4 May, 1813, assigned to widow Anna the eastern half of Daniel Lummus' homestead, and to her son Daniel (No. 185) the other half of the homestead, and to her daughter Anna (No. 186) wife of John Hodgkins, jr., the eastern half of the house now known as the Low house. At the death of his mother, Daniel (No. 185) received her half of the house, and at his death, in 1843, his sister, Mrs. Hodgkins, inherited it. She bequeathed it to her daughter Mary, the wife of George Willett, who willed it to her children, George A. and Mary E., wife of George Tozar. George Willett sold his strip of land to Sophia A. Tyler, on 2 June, 1873. (See "Ipswich in the Mass. Bay", p. 376.)

Children, born in Ipswich :—

- 185. DANIEL, bapt. Oct. 9, 1774; d., unm., 7 Oct., 1843, ae. 69 y.
- 186. ANNA, bapt. 8 June, 1777; m. 22 Nov., 1798, Capt. John Hodgkins, 3d, who d. 22 April, 1855, ae. 80 y. She d. 21 April, 1866.

94. WILLIAM LUMMUS, son of Daniel and Prudence (Smith) Lummus, was born in Ipswich, 19 Nov., 1768, and married (int.), 29 Nov., 1792, Elizabeth Kimball of Ipswich, who died there 16 April, 1846, aged 73 years. He died there 25 June, 1837.

Children :—

- 187. WILLIAM, b. Nov., 1793; d., unm., 27 Feb., 1850, at Salem.
- 188. JOHN, bapt. 18 Oct., 1795.
- 189. ELIZABETH, bapt. Oct. 14, 1798; m. 6 Apr., 1820, Josiah Lord, jr. She d. 30 May, 1828, at Ipswich.
- 190. ABRAHAM, b. July 30, 1801.
- 191. JOANNA, b. 4 Feb., 1804; m. 6 Jan., 1824, at Ipswich, Richard L. Weymouth, who d. 15 Apr., 1866. She lived in Ipswich, and d. May 19, 1894.

100. JOHN LUMMUS, son of John and Mary (Fuller) Lummus, was born 4 Dec., 1754, and married, 18 Jan., 1781, Clyranna Burnham of Windham, Conn., who died 5 Jan., 1832. He died 12 March, 1828, at Ashford, Conn.

Children :—

- 192. JOHN, b. 30 Jan., 1782.

- 93. A DAUGHTER, b. 9 July, 1784; d. next day.
- 94. CLARISSA, b. 19 Feb., 1786; d. 29 Mar., 1796.
- 95. WILLIAM, b. 25 Nov., 1787.
- 96. CLARISSA, b. 20 Mar., 1790; m. Abiel Durkee. She d. May 22, 1865, at Hampton, Conn.
- 97. ISAAC, b. 27 Dec., 1794; d. Sept. 28, 1868.
- 98. CHESTER, b. 2 July, 1797; d., unm., ae. 23 y.

102. JONATHAN LUMMUS, son of John and Ruth (Averill) Lummus, was born 31 July, 1759, and married, 20 Nov., 1788, Elizabeth Bennett, who died 9 Nov., 1837. They lived at Windham and Hampton, Conn. He died 17 July, 1835, at Woodstock, Conn., and she died 7 Nov., 1837.

Children:—

- 99. RUFUS, b. 11 Sept., 1789.
- 100. BETSEY, b. 21 Oct., 1791; m. 25 Nov., 1813, William Smith. She d. 17 May, 1860; 5 chn.
- 101. SALLY, b. 5 Jan., 1794; m. 26 May, 1817, James B. Palmer. She d. 18 May, 1847; 3 chn.
- 102. CLARISSA, b. 10 Apr., 1796; m. 10 Jan., 1821, Wm. Durkee. She d. 25 Feb., 1868. No issue.
- 103. LUCY, b. 1 Apr., 1798; m. 26 Mar., 1818, Oren Spencer. She d. 22 Nov., 1852; 4 chn.
- 104. HARVEY, b. 9 Mar., 1800; d. 28 Feb. 1873; m. 3 Apr., 1834, Mrs. Lucretia Hodgkins of Eastford, Conn. Had: (1) Edward Payson, b. 16 Jan., 1835, d. 26 June, 1863; (2) Elizabeth Bennett, b. 12 Mar., 1842, m. 15 Aug., 1866, John D. Paine of Woodstock, Conn.
- 104a. A DAUGHTER, b. 12 Mar., 1802; d. 13 Mar., 1802.
- 105. MARY, b. 22 Apr., 1803; m. 4 Dec., 1823, John S. Marcey. She d. 8 July, 1845; 3 chn.
- 106. RUTH AVERILL, b. 2 Mar., 1805; d., unm., 13 June, 1860.
- 107. RHODA, b. 11 May, 1807; m. —, 1850, James B. Palmer. Lived in Brooklyn, Conn., and d. 26 June, 1884.
- 108. EUNICE, b. 26 Nov., 1810; m. 1 Jan., 1844, Anthony Tarbox. She d. 25 Apr., 1863.

107. MANOAH LUMMIS, son of Edward and Margaret Lummis, lived at Deerfield, N. J. He bequeathed his property to his wife Mary, his son David, and daughter Almada. Will dated 1 March, 1799, proved 9 March, 1799. He married Mary (Shaw) Elmer in 1779, and died March 2, 1799.

Children:—

209. DAVID, b. 1781; m. 20 Apr., 1802, Elizabeth S. Smith, who d. 9 April, 1806. He d. 5 Feb., 1807, at Deerfield, N. J. Had: (1) Robert S., (2) Rufus R.
210. ALMEDA, b. 6 Aug., 1785; d. 22 Aug., 1817; m. 9 Dec., 1807, James Diamont. 9 chn.

109. EDWARD LUMMIS, son of Edward and Margaret Lummis, was born in 1759, and married, first, 15 April, 1786, Polly Elmer, who died 6 Aug., 1817, aged 54 years. He married, second, 9 Nov., 1822, Mrs. Patience (Ogden) Bishop. She died 12 Oct., 1824. He died 1 Mar., 1823, at Deerfield, N. J.

Children:—

211. EDWARD, m. 10 Sept., 1823, Charlotte Parvin; sold land in 1827 at Lower Penn's Neck, N. J. He d. 29 Jan., 1849. 6 chn.
212. ESTHER, m. 1st, Josiah Garrison; m. 2d, Wm. Johnson. 5 chn.
213. ELIZABETH, b. 22 Apr., 1789; m. Jan., 1809, Enos Brown; she d. 17 Aug., 1873. 3 chn.
- 213a. MARGARET, b. 1790; d. 8 Aug., 1817.
214. JANE, b. 1792; m. Phineas Smith, and d. 4 Sept., 1845. 3 chn.
- 214a. MARY, b. 3 June, 1800; d. 24 Sept., 1806.

111. EPHRAIM LUMMIS, son of Edward and Margaret Lummis, was born in 1739, and was Captain of State Troops in 1779 (N. J. Official Register, pp. 340-367). He died 3 May, 1822, at Deerfield, N. J. He married, first, Lovisa Mulford, who died 8 June, 1802, aged 67 years. He married, second, 14 Oct., 1802, Mrs. Abigail (Diamont) Howell.

Children:—

215. EPHRAIM, b. 4 Feb., 1774; d. 18 July, 1813; m. 1st, 28 Apr., 1796, Mary Wescott; m. 2d, 19 Jan., 1808, Mrs. Sarah (Wescott) Newcomb. Had: (1) Harriett, b. 25 Aug., 1798; d. 27 Feb., 1856; m. Daniel Ogden; (2) Esther, b. 11 Nov., 1801; d. 16 Sept., 1802; (3) Mary, b. 2 Feb., 1804; d. 28 Mar., 1865; (4) Ephraim, b. 28 Aug., 1812; d. 28 Mar., 1861; m. 1st, Matilda Davis; m. 2d, Adelaide Davis. 5 chn.
216. LOVISA, b. 1783; d. 11 Dec., 1856; m. James B. Parvin, M. D., of Deerfield, N. J. 6 chn.

113. JONATHAN LUMMIS, son of Edward and Marga-

et Lummis, was born in 1768, and married, 8 Sept., 1791, Phoebe Ireland, who died 15 Mar., 1853. He died 0 May, 1811, at Bridgeton, N. J.

Children :—

17. MARIA, b. 15 Oct., 1792; m. James Van Zandt. She d. 12 Nov. 1842.

18. DAVID, b. 14 Sept., 1794.

19. JONATHAN, b. 1 May, 1797; m. Sarah ——. Not heard from since 1824.

20. ELISA, b. 3 July, 1800; m. Benjamin Lord. She d. in 1824.

117. SAMUEL LUMMIS, son of Samuel and Deborah Lummis, was born 22 Mar., 1736, and married, 1st, 21 Apr., 1764, Hannah Smith, who died 26 Aug., 1783. He married, 2d, 6 Apr., 1784, Catherine Philpot. He died 28 Aug., 1789, at Lower Penn's Neck, N. J.

Children :—

21. SAMUEL, b. 25 Dec., 1773.

22. WILLIAM, b. 4 May, 1776.

119. HENRY LUMMIS, son of Samuel and Deborah Lummis, was born in 1746, and married, 3 May, 1770, Grace Oakland. He became a Quaker and died before 1795, at Lower Penn's Neck, N. J.

Children :—

23. DAVID.

24. ELIZABETH, b. at Derby, Penn.

122. DANIEL LUMMIS, son of Daniel and Judith Lummis, was born in 1748, and married in 1774. He died in 1776, at Bridgeton, N. J.

Child :—

25. DANIEL, b. 16 Oct., 1775; d. 8 May, 1796.

125. EBENEZER LUMMIS, son of Daniel and Judith Lummis, married, first, 1 Mar., 1772, Susannah Nixon, born 26 Jan., 1753, and died 27 Dec., 1790. He married, second, Lydia Lummis, who died in 1812. He died 28 Nov., 1801, at Deerfield, N. J. He bequeathed his property to wife Lydia, sons William, John, and Ebenezer, and daughter Sarah when she arrived at eighteen years, son Dayton, and daughter Susannah. His will was

proved 30 May, 1802. Mr. H. J. Wolhagen of New York City has the will of Ebenezer Lummis, in which is a list of his children.

Children :—

- 226. WILLIAM NIXON, b. 17 Apr., 1775.
- 227. JOHN, b. 14 Feb., 1777; m. 24 June, 1802, Margaret Souders. He d. 25 Feb., 1809. No children. Lived at Millville, N. J.
- 228. EBENEZER, b. 19 Jan., 1779; d. 12 Jan., 1808.
- 229. DAYTON, b. 1 Feb., 1781; d. 1 Aug., 1821, of consumption; m. 12 Nov., 1808, Mary Ann Cooper. He was a physician and one of the founders of the Gloucester Co. (N. J.) Medical Society. He practiced in Swedesboro and Woodbury. Had: Joseph Cooper, b. 12 Oct., 1809.
- 230. SUSANNA, b. 6 July, 1787; d. 25 June, 1849; m. Josiah Ray. 7 chn.
- 231. SARAH, b. 13 Nov., 1790; d. 25 Mar., 1849; m. 22 Mar., 1809, Enos Seeley.

133. JOHN P. LUMMIS, son of Philip and Mary (Paulson) Lummis, was born 18 April, 1825, and married, 6 June, 1846, Elma Ann Flemming of Wilmington, Del.

Children :—

- 232. MARY, b. 19 Jan., 1847; d. 10 Oct., 1847.
- 233. RICHARD WHILEY, b. 24 Jan., 1849; m. Jan., 1871, Ella Bitters of Wilmington, Del. Had: (1) Alma Ann, b. 23 June, 1872; (2) Ida, b. 11 Mar., 1874.
- 234. ANNE M., b. 16 Sept., 1851; m., May, 1868, William Cannon of Wilmington, Del.
- 235. JOHN, b. 5 July, 1854; d. July, 1866.
- 236. WILLIAM HENRY, b. 24 Jan., 1857; d. Sept., 1862.
- 237. MARY ELIZABETH, b. 30 Oct., 1859.

137. SAMUEL LUMMUS, son of Samuel and Elizabeth (Abbott) Lummus, was born in Ipswich Hamlet, 7 Aug., 1779, and married, 31 May, 1801, Margaret Elder, who was born in Gorham, Me., 22 Dec., 1774, and died 15 Aug., 1833. He died 18 May, 1817, intestate. Inventory: 40 acres and buildings, one-half of the farm formerly his father's, 1800 acres wild land in Woodstock, Oxford Co., Me., etc., \$4,376.45. (Essex Probate Docket, 17,358).

Children, born in Hamilton :—

- 238. ELISA, b. 27 Sept., 1801; d. 29 Mar., 1823, ae. 22 y.
- 239. SAMUEL, b. 2 Dec., 1802.

40. SALLY, b. 1804; d. 13 Apr., 1820, ae. 15 y.
41. ELIJAH ELDER, b. 1805; d. 10 Dec., 1829, ae. 24 y.; was a student at Newton Theological Seminary.
42. ELEANOR McLELLAN, b. 1808; published 25 Sept., 1828, to Robert Francis Dodge, but d. 21 Jan., 1829, before the marriage.
43. HARRIET, b. 1810; d. 7 Apr., 1830, ae. 20 y.
44. MATILDA, b. 19 Dec., 1813; m. 31 Dec., 1834, in Beverly, Chas. Moulton. She d. 27 July, 1837, at Beverly.
45. MARTHA ANN, b. 15 Mar., 1815; d. 21 Mar., 1832.

139. JOHN LUMMUS, son of Samuel and Elizabeth (Abbott) Lummus, was born in Ipswich, 9 Dec., 1783, and married in Topsfield, 17 Sept., 1804, Elizabeth Cummings, daughter of Jonathan and Elizabeth (White) Cummings of Wenham, born 26 May, 1783. He died 4 Sept., 1813, in Northumberland, N. H., and she died 8 Aug., 1851.

Children, born in Hamilton:—

46. GEORGE ABBOTT, b. 6 Dec., 1804, in Topsfield.
47. JOHN, b. 11 Nov., 1806.
- 47a. MARY ELIZABETH, d. 24 May, 1900.

143. EZRA LUMMUS, son of Samuel and Elizabeth (Abbott) Lummus, was born in Hamilton, 17 Apr., 1795, and married in Newburyport, 25 Jan., 1817, Ann Stickney. He died 14 Nov., 1869, in Brooklyn, N. Y. She died 29 Sept., 1871, aged 75 years.

Children, first four born in Wenham:—

48. ANN, b. 25 July, 1818; d. 30 Aug., 1893; m., 10 May, 1841, Rev. Edward Emerson, a Congregational clergyman.
49. EZRA, b. 5 Apr., 1820; d., unm., 12 July, 1838, at Majunga, E. Africa.
50. MARY STICKNEY, b. 2 Apr., 1822; m., 7 Apr., 1847, Daniel Bridge of New York; d. Apr., 1885.
51. FRANKLIN HADLEY, b. 16 July, 1824; d. 9 Jan., 1896; m., 27 Apr., 1852, Sarah Ann Smith, in Brooklyn, N. Y. 4 chn.
52. ELEANOR DODGE, b. 1 Mar., 1829; m., 30 Mar., 1851, James G. Belknap, of N. Y. City. 2 daus.
53. ELIZABETH HIDDEN, b. 27 Apr., 1831; d. 15 Apr., 1915; m., 10 Apr., 1851, Joseph J. Ryder of Auburndale, Mass., a sea captain sailing from Salem. 4 chn.
54. SAMUEL, b. 8 Sept., 1826; d. 17 July, 1846, at Salem.
55. JOSEPHINE, b. 19 Oct., 1833; d. 6 Dec., 1840.

256. ORAETTA MILLETT, b. 14 Sept., 1837; d. 12 June, 1873; m. 24 Nov., 1859, Henry C. Hodgdon of New York City. 2 daus.
 256a. JOSEPHINE A., b. 13 July, 1841; m. 27 May, 1861, Henry Martin Robinson of Brooklyn, N. Y. 4 chn.

147. DR. JOHN LUMMUS, son of Dr. Aaron and Eunice (Coffin) Lummus, was born in Lynn, 27 Aug., 1790, and married, first, 1 Dec., 1811, Ruth, daughter of Benjamin and Huldah (Purington) Alley of Lynn, born 8 Dec., 1792. She died 15 April, 1813. He married, second, 1 Apr., 1818, Ann (Nancy) Dow, born in Seabrooke, N. H., 15 Sept., 1792, who died 7 Dec., 1859, in Lynn. He died 12 Aug., 1836, *non compos mentis*, leaving a widow and a daughter Ruth (Essex Probate Docket, 17,350).

Child:—

257. RUTH, b. 2 April, 1813; d. 6 May, 1891; m. 20 Apr., 1831, at Lynn, Hon. James N. Buffum, Mayor of Lynn, 1869-1872, and member of Legislature. He was b. in North Berwick, Me., 16 May, 1807, and d. 12 June, 1887, son of Samuel and Hannah Buffum of Berwick, Me. Children, born in Lynn: (1) Lydia Ann, b. 23 Oct., 1832; d. young. (2) John L., b. 13 Oct., 1838; d. 23 Sept., 1841; (3) Lydia Ann, b. 8 Aug., 1841; (4) Emily, b. 24 Mar., 1845.

148. REV. AARON LUMMUS, son of Dr. Aaron and Eunice (Coffin) Lummus, was born in Lynn, 26 June, 1792, and married, 22 May, 1814, Persis Rogers Little, daughter of George Little of Marshfield, Mass. She died 13 Mar., 1851. He was a Methodist clergyman, and died 1 Mar., 1859, at Lowell.

Children:—

258. CLARISSA, b. 15 Nov., 1816; d. 23 Mar., 1858; m. at Lynn, 31 Dec., 1839, Ferdinand H. Davis of Lowell. 8 chn.
 259. AARON, b. 29 Jan., 1828.

150. GEORGE LUMMUS, son of Dr. Aaron and Eunice (Coffin) Lummus, was born in Lynn, 1 Nov., 1796, and married, 6 May, 1819, Sarah Flint (of Boston), in Lynn, who died 4 July, 1873. He was a druggist in Lynn, where he died 4 March, 1878.

Children, born in Lynn:—

- 30. EDWARD AUGUSTUS, b. 8 Feb., 1820.
- 31. HANNAH, b. 29 Jan., 1823; d. 8 Feb., 1826.
- 31a. GEORGE, b. 13 Feb., 1825; d. 24 Oct., 1826.
- 31b. SALLY FLINT, b. 2 Nov., 1827; d. 10 Sept., 1829.
- 31c. EUNICE COFFIN, b. 26 Apr., 1831; d. 16 July, 1832.
- 31d. ELIZABETH COFFIN, b. 17 Jan.; 1834; d. 17 July, 1834.
- 31e. GEORGE, b. 22 Aug., 1835; d. 10 Apr., 1845.
- 31f. CHARLES F., b. 1 July, 1839; d. 7 Nov., 1859, "accidentally shot."

154. THOMAS J. LUMMUS, son of Dr. Aaron and Eunice (Coffin) Lummus, was born in Lynn, 22 Sept., 803, and married, 3 Nov., 1833, in Lynn, Abigail Makepeace Newhall. He was a manufacturer of inks, varishes, etc., and died 10 Feb., 1895. She died 20 Aug., 882.

Children, born in Lynn:—

- 32. HARRIET MARTINEAU, b. 16 Dec., 1835; m. 15 Sept., 1859, Joseph Hubbard Sanborn of Lynn. He was b. 14 Dec., 1836, son of Ira and Sarah Ann (Turner) Sanborn of Lynn. 5 chn.
- 33. WILLIAM WIRT, b. 23 July, 1837, in Lynn; d. 17 Mar., 1915; m. 9 Jan., 1867, Lucinda Maria Mudge. He was a mechanical draftsman. Had: (1) Walter Ellington, b. 30 Nov., 1867; m. 30 June, 1897, Charlotte Edith Ingalls; manufacturing machinist. Had: (a) Mary Ingalls, b. 20 Sept., 1898, d. 26 Oct., 1898; (b) Isabel, b. 13 Dec., 1904; (c) Edward Ingalls, b. 7 June, 1907. (2) Arthur Wilton, b. 9 July, 1871, d. 12 May, 1874.
- 34. ARTHUR, b. 16 Mar., 1839.
- 35. ALFRED BATES, b. 21 June, 1841; d. 13 Apr., 1842.
- 36. ELEANOR, b. 17 Mar., 1843; m. 9 June, 1877, Wm. W. Copley.
- 37. CAROLINE ELIZABETH, b. 4 June, 1846.

157. JASPER LOOMIS, son of Porter and Susannah Ashley) Lummus, was born in Amherst, N. H., in Feb., 797, and married, first, 9 Mar., 1820, Sally, daughter of Jeremiah and Ruth (Choate) Choate. She died 6 Aug., 845, and he married, second, 28 Nov., 1846, Sarah Newton, who died 9 Oct., 1863. He was a contractor on the Croton water works project, and later settled in Wyoming Co., Pa. He died at Auburn, Pa., 23 Sept., 1848.

Children :—

268. SUSAN ASHLEY, b. 2 Dec., 1820; d. 10 May, 1895; m. 23 Sept., 1840, Daniel Theodore Stirling. 7 chn.
269. WASHINGTON COGSWELL, b. 20 Aug., 1822; d. 31 Mar., 1885.
270. ALMA, b. 4 July, 1824; d. 16 June, 1906; m. 16 Sept., 1846, Thomas Floyd Kellogg. 7 chn.
271. LUCY COGSWELL, b. 20 Oct., 1826; m. 20 Oct., 1855, Clark Emmons Davis. 4 chn.
272. OTIS HARRISON GRAY, b. 20 Aug., 1833; d. 26 Jan., 1892; m. 1st, Hanna M. Werner; m. 2d, Rosalie T. Lott; m. 3d, Elizabeth S. McKune. Had: (1) Hortense, b. 1856; (2) Annie, b. 1869; (3) Ruth Choate, b. 1883.
273. HORATIO PORTER, b. 18 July, 1835; d. 6 Jan., 1917; m. 18 Mar., 1859, Hannah Maria Sheldon, b. 1836. Lived on a farm at Lemon, Pa. Had: (1) Virginia, b. 1860, m. James G. Leighton; (2) Otis Jasper, b. 1870, m. 1891, Viola Wallace. Farmer. 4 chn.

159. HORATIO PORTER LOOMIS, son of Porter and Susannah (Ashley) Lummus, was born at Portland, Me., 22 Jan., 1801, and married, first, Mary Whiteside. He married, second, 14 Nov., 1841, Elizabeth Adams of Tunkhannock, Pa. She died 6 Apr., 1900. He was a contractor engaged in railroad and canal construction. He died 27 Feb., 1881.

Children :—

274. SAMUEL PORTER, b. 1 June, 1832.
275. ASHLEY STERLING, b. 29 Aug., 1844; d. 15 Oct., 1859, at Springville, Pa.
276. GERTRUDE ELIZABETH, b. 20 July, 1846; m. 6 Oct., 1880, Edgar Daniel Van Slyke. 2 chn.
277. HARRIETT ROWENA, b. 23 Jan., 1849; m. 16 Sept., 1874, Felix Ansart (Yale, 1859), of Tunkhannock, Pa., a lawyer at Wilkes Barre, Pa. 2 chn.

160. CHARLES FOX LOOMIS, son of Porter and Susannah (Ashley) Lummus, was born at Portland, Me., 6 Dec., 1802, and married, 17 Nov., 1828, at Rockingham, Vt., Randilla Taylor, who died Feb., 1860. He died 30 Oct., 1875, at Springville, Pa.

Children :—

278. NORMAN PASSMORE, b. 22 Apr., 1830; m. 27 Apr., 1854, Cassandana Kellogg of Springville, Pa. Had: (1) Charles, b.

7 Feb., 1855, d. 20 Mar., 1869; (2) Arthur, b. 7 Sept., 1856; (3) Hortense, b. 6 Apr., 1859.

9. SUSAN HELEN, b. 28 Aug., 1832; d. 4 Feb., 1900; m. 1st, Apr., 1858, Edgar Cronk of Golden Gate, Brown Co., Minnesota; m. 2d, Mar. —, 1873, Julius Ozia. 3 chn.

10. MARY ELIZABETH, b. 15 Apr., 1839; d. 30 Mar., 1905; m. 17 Nov., 1861, Dr. Ransom Johnson of Speedsville, Tompkins Co., N. Y. 3 chn.

11. ISABELLA HANNAH, b. 26 May, 1845; d. 20 Nov., 1880; m., Oct., 1867, Alexis Gibbs of Golden Gate, Minn. 2 chn.

12. ALMA HORTENSE, b. 1848; d. 17 Apr., 1853; m. 5 Apr., 1877, Fletcher Webster Sheldon. 3 chn.

162. JOHN Q. A. LOOMIS, son of Porter and Susanah (Ashley) Lummus, was born in 1807, and married Mary Ellen Lambert, 1 Jan., 1834. He was a blacksmith, and was drowned June, 1836, at Lambertville, N. J. She died 16 Feb., 1895.

Child:—

13. LETITIA ANN, b. 24 Feb., 1835; m. 10 Dec., 1856, Dr. Luther Phillips of Clayton, Jefferson Co., N. Y. Lived in Buffalo, N. Y., and Lima, O. 2 daus.

164. SAMUEL ASHLEY LOOMIS, son of Porter and Susanah (Ashley) Lummus, was born in 1813, in Claremont, N. H., and married, 18 April, 1835, Amelia Ann Lambert, who was born at Seidlings Grove, Pa., and died 16 Dec., 1887, at Springville, Pa., aged 77 years. He died at Springville, Pa., 9 Apr., 1868.

Children:—

14. CASPAR WISTER, b. 8 Aug., 1837; d. 8 Aug., 1839.

15. HORATIO NELSON, b. 23 Sept., 1839.

16. LAMBERT PRALL, b. 8 Nov., 1841.

17. EDWARD SCOTT, b. 31 Jan., 1844; m. 18 Aug., 1870, Sarah C. Lott of Springville, Pa. Had: (1) Jesse, b. 15 Aug., 1871; (2) Blanche, b. 7 Mar., 1883.

18. GERALDINE, b. 26 May, 1846; d. 5 Mar., 1866.

19. CHARLES MORRIS, b. 11 July, 1848; d. 31 Jan., 1872.

20. EUDORA SCOTT, b. 30 Sept., 1850; m. 1st, Apr., 1872, Dr. Wm. Beardsley of Tunkhannock, Pa., 1 dau.; she m. 2d, H. Bert Reed; d. 8 Sept., 1893.

21. MIRIAM KATHLEEN, b. 11 Apr., 1853; m. 24 Mar., 1875, Louis W. Tiffany of Tunkhannock, Pa. 4 chn. She d. 8 Sept., 1893.

165c. JOHN LAMOS, son of James and Abial (Chase) Lamos, was born 7 April, 1796, and married, 1 Oct., 1818, Keziah Beede, who married, second, Daniel Varney, and died 24 Oct., 1874. He died 5 Oct., 1828.

Children :—

291a. GEORGE DELWYN, b. 12 May, 1819; m. Amanda Garrow; d. 2 June, 1867. Chn.: (1) Henry; (2) Erwin, b. 3 Dec., 1850, m. Emily H. Crane. Changed spelling of his name to La Moss. No issue.

291b. JOHN ELWOOD, b. 2 Mar., 1824; m. 8 May, 1845, Elzira Knapp, at Starksboro, Vt., and d. 20 Jan., 1909. Had: (1) Mary Keziah, b. 6 Sept., 1846.

165d. JAMES LAMOS, son of James and Abial (Chase) Lamos, was born 15 April, 1806, and married, 15 Feb., 1824, Harriet Brown, who died in 1845. He died 23 Jan., 1862, at Lincoln, Vt.

Children :—

291c. CHASTINA DIANA, b. 18 Apr., 1826; d. 24 Jan., 1849; m. 4 June, 1832, Benjamin C. DeWitt, at Verona, N. Y. Had: (1) Oscar Delucious.

291d. SEYLAND, b. 4 July, 1832; m. 1st, Avilda Hoover, in Michigan; m. 2d, Albina Brainerd, and two other wives. Had: (1) George, b. 1858, at Goodrich, Mich.; (2) Mary, b. 1869, at Brady, Mich.

291e. HENRY GEORGE, b. 8 Jan., 1835, at Utica, N. Y.; m., 1st Nancy Phillips of Williston, Vt.; m., 2d, Feb. 13, 1868, Lucy Adelaide Powell. He d. 15 May, 1891, at Irasburg, Vt. Had: Alice, d. 16 Apr., 1885, at Hinesburg, Vt.

291f. HOMER BYRON, b. 8 Dec., 1841, at Vernon, N. Y.; m. 1st, 24 Dec., 1865, Betsey Elizabeth Mead, and had 6 chn.; m. 2d, 25 Aug., 1877, Ada Bowles, and had 7 chn.; m. 3d, 16 May, 1896, Mrs. Vellita (Millage) Wheelock. Private in 27th Michigan Vol. Infy.

166. JAMES LAMOS, son of Moses and Judith (Hill) Lamos, was born 17 March, 1796, in Lee, N. H. He married, 21 May, 1815, Mary Bodge of Lee, who died 23 Jan., 1894.

Children :—

291g. MOSES, m. Sarah Gray.

291h. LOUISA WHEELER DEMERITT, m. 7 Dec., 1858, Daniel Webster Gerrish.

167. SAMUEL LAMOS, son of Moses and Judith (Hill) Lamos, was born 26 Mar., 1799, and married, first, 1 Dec., 1819, Susan Langdale, who died in 1829, and he married, second, Polly Glover of Newington, N. H.

Children:—

- 92. ADELINE, d. young, at Starksboro, Vt.
- 92a. SARAH, b. 12 Oct., 1821; d. 25 Aug., 1902; m. John Blake.
- 93. ABIGAIL, b. 21 Sept., 1823; d. 2 Apr., 1877.
- 94. ELIZABETH, m. John Glover.
- 94a. SOPHIA HAYES, b. 8 Feb., 1829; m. 13 Apr., 1850, Hiram Andover Knapp. Had: Sophia, b. 6 Apr., 1852.
- 94b. CURTIS PIERCE, b. 19 Aug., 1837, at Lee, N. H.; d. 11 Sept., 1904; m. 19 Dec., 1868, Ovilla Wallingford, at Concord, N. H. 3 chn.

168. NATHANIEL LAMOS, son of Moses and Judith (Hill) Lamos, was born 27 Mar., 1802, and married Rhoda Clark at Stratford, N. H., who died 9 Oct., 1868, aged 67 years. He died 11 June, 1884, at Newmarket, N. H.

Children:—

- 95. BENJAMIN, b. 1821; d. at the front during Mexican War.
- 96. SHARPLEIGH, b. 1822.
- 97. MARY ANN, b. 10 May, 1825; d. 1 Sept., 1901, at Malden, Mass.; m. 1st, 5 Dec., 1841, Wm. Plummer Glover; m. 2d, 2 Jan., 1861, Joseph Gilman Clay. 7 chn.
- 97a. HANNAH, b. 1828; d. Sept., 1854.
- 97b. SARAH JANE, b. 12 Jan., 1833; m. John Wood of Newmarket. Had: George Oliver Wood.
- 97c. LUCRETIA ANN, b. 26 Apr., 1834; m. 1st, Reuben M. Osborne, hotel keeper; m. 2d, John Bradford of Newmarket. No issue.
- 97d. NATHANIEL, d. aged 4 y.
- 97e. GUSTAVUS WASHINGTON, d. aged 3 y.
- 97f. ELIZABETH FRANCES, d. aged 3 y.

169. JOHN LAMOS, son of Moses and Judith (Hill) Lamos, was born 10 May, 1810, and married, first, in 1832, Mary Ann Barker, who died 17 May, 1872. He married, second, Polly Thompson, and died 12 May, 1892, at Long Lake, N. Y. He was a farmer, and spent the greater part of his life in Starksboro, Vt.

Children:—

- 97g. JOHN TRUE, b. 21 June, 1833; d. 14 July, 1907; m. 30 Jan., 1867, Sarah Charlotte Benjamin. Lived at Bridgeport, Vt. 3 chn.

- 297h. MOSES BARKER, b. 11 June, 1837; d. 10 Aug., 1907; m. 23 Jan., 1858, Cora Holscomb. Lived at La Porte, Iowa. 6 chn.
- 297i. ESTHER ANN, b. 19 Jan., 1839; m. W. H. Preston. Lived in W. Campbell, Mich. 6 chn.
- 297j. GEORGE S., b. 5 Nov., 1841; d. 3 Mar., 1868; m. Mary Brittell. 2 chn.
- 297k. CHARLES ALDIS, b. 23 Nov., 1843; d. 28 June, 1905; m. Aug., 1875, Carrie Benedict Lent. Lived at Peekskill, N. Y. 6 chn.
- 297l. SILVER AMANDA, b. 19 Dec., 1845; d. aged 12 y.
- 297m. MANDANA MARION, b. 8 Aug., 1847; d. 21 Oct., 1886, at Long Lake, N. Y.; m. 18 Aug., 1872, Emtton Henry Sheldon. 1 dau.
- 297n. JENNIE MAY, b. 10 June, 1849; m. 11 Nov., 1870, William H. Holmes. 6 chn.
- 297o. JUSTIN MARTIN, b. 3 May, 1853; m., Sept., 1876, Lillian Bessey. Lived at Long Lake, N. Y. 11 chn.
- 297p. STEPHEN DOUGLASS, b. 21 May, 1859; m. 6 Dec., 1875, Mary Emma Tarbell. 5 chn.

175. MOSES VARNEY LAMOS, son of James and Mary (Varney) Lamos, was born in Portsmouth, N.H., in 1808, and married Marcia A. Parker of Lowell, Mass., who died 6 June, 1873, in Boston. He died 1850, in Kittery, Me. Children:—

298. RAVILLO R., b. 18 Oct., 1843; d. 27 Feb., 1869, at Cambridge.
299. ANNIE M., b. 1846.
300. CHARLES, b. 1848.
301. NELLIE W., b. 9 Dec., 1857; d., unm., 16 Mar., 1901.

176. JESSE HOAG LAMOS, son of James and Mary (Varney) Lamos, was born in Sandwich, N. H., in 1810, and married Angelina Shorey, who died 1 Feb., 1881, aged 70 years. His name in one place is written John H. Lummus. He lived in Somersworth, N. H., and died in 1852.

Children:—

302. CHARLES HENRY, b. 16 Feb., 1831; d. 16 Feb., 1831.
- 302a. CHARLES HENRY, b. 28 Jan., 1833; d. 2 Feb., 1853.
303. LLOYD WELLS, b. 19 Nov., 1834; m. Mary Colbath, and d. 12 Aug., 1868, at Great Falls, N. H. Had: Frank, b. 1860.
304. JULIA AUGUSTA, b. 14 Sept., 1836; d. 12 Mar., 1860; m. John F. Hobart. 1 son.

05. HORACE ALBERT, b. 14 Nov., 1840; m., 1870, Jane A. Collins. No children. Lived in Farmington, N. H., and Grand Rapids, Mich.; d. 16 Feb., 1899.
06. JAMES MINOT, b. 4 Feb., 1845; d. 17 Dec., 1899; m. 13 Nov., 1899, Agnes Hall.
07. FRANCES ANN, b. 3 July, 1848; d. 17 Nov., 1878; m. Walter Murdock, and lived in Providence, R. I. 2 chn.

177. EPHRAIM ROBERTS LAMOS, son of James and Mary (Varney) Lamos, was born in Sandwich, N. H., in 812, and married, first, Martha Goddin, who died in 1835. He married, second, Elizabeth M. Wade, who died in 1890. He was a hotel keeper in Limerick and Bangor, Me., and died 3 Sept., 1851, at Bangor, Me.

Children:—

08. GEORGE DELWIN, b. 5 Aug., 1831, at Somersworth, N. H.; d. 5 Jan., 1889, at Rochester, N. H.
09. LAURA, b. 1835; d. ae. 3 y.
10. JAMES CHRISTY, b. 5 Jan., 1839; m. 20 June, 1876, Fannie T. Wallace. Had (a) Clara Goulding; (b) Helen Christie; (c) Catherine Delwin. Lives in Boston.
11. CHARLES CHAUNCEY, b. 5 Jan., 1844, at Bangor, Me.; d. 5 June, 1894.
12. MAE WEST, b. 5 Jan., 1849; m. Benjamin Allen.

188. JOHN LUMMUS, son of William and Elizabeth (Kimball) Lummus, was born 12 Oct., 1795, and married, (int. June, 1835, of Portland, Me.), Sarah E. Lord, who died 22 July, 1864, aged 63 years. Lived in Ipswich, Mass., and was a cabinet maker by trade. He died 27 Dec., 1877.

Children, born in Ipswich:—

13. JOHN, b. 27 May, 1836.
14. SARAH ELIZABETH, b. 5 Nov., 1837; m. 2 Dec., 1884, John Twombly, a wheelwright and Civil War veteran.
15. JOANNA, b. 6 June, 1840; m. 21 Sept., 1865, Gilbert B. Emerson of Danvers, and d. 1 Sept., 1872. 2 chn. d. young.
16. SUSAN HEARD, b. 3 Sept., 1842; d. 23 Oct., 1898; m. 18 Feb., 1873, John M. Brown of Ipswich. No issue.

190. ABRAHAM LUMMUS, son of William and Elizabeth (Kimball) Lummus, was born 30 July, 1801, and married, 25 Dec., 1827, Sarah, daughter of Daniel and Sarah

(Chapman) Conant of Ipswich. They lived on the ancestral farm on Turkey Hill, Ipswich. She died 5 Jan., 1872, aged 67 years. He died 2 Aug., 1881.

Children, born in Ipswich:—

- 317. ELIZABETH, b. 10 Nov., 1828; d. unm. 24 June, 1864.
- 318. ABRAHAM, b. 17 Dec., 1829; d. 1915; m. 28 June, 1860, Mary Foye of Peabody. Had: (1) Carrie, b. 1861; (2) Frank C., b. 24 Nov., 1863.
- 319. WILLIAM, b. 20 July, 1833.
- 320. SARAH, b. 29 Sept., 1835; d. 19 Dec., 1854.
- 321. CHARLES, b. Dec., 1838; d. 6 May, 1842.
- 322. MARGARET, b. 4 June, 1840; d. 9 Aug., 1901; m. 30 Apr., 1862, Josiah T. Pickard of Rowley. No issue.
- 323. MARY ABBY, b. 21 Oct., 1849; unm.; lives in Rowley.

192. JOHN LUMMUS, son of John and Clyranna (Burnham) Lummus, was born 30 Jan., 1782, and married, 23 Apr., 1806, Freeloove Saunders. He lived at Ashford and South Windsor, Conn., and died in 1854.

Children, who changed the spelling of the name to Loomis:—

- 324. EMILY, b. 2 Feb., 1807; m. Norman Clark, and d. 1852, at South Windsor, Conn.
- 325. ABIGAIL, b. 14 Jan., 1809; m. April, 1831, Chester Chapman, and d. 17 Mar., 1840.
- 326. JOHN JUSTIN, b. 1814; m. 1st, Elisa Day; m. 2d, Susan O. Sedore. He d. Dec., 1860, at So. Windsor, Conn. Had: (1) Ann, b. 1835, d. ae. 2 d.; (2) Elisa Freeloove, b. 1840, m. George Carpenter of Hoboken, N. J.; (3) John, b. 1846, d. ae. 2 y.; (4) Abigail, b. 1848; (5) Elvira, b. 1851; (6) Mary, b. 1855.
- 327. EZEK S., b. 25 July, 1816; m. Ann Elisa Hawkins. Lived in Newark, N. J., and d. 24 May, 1858. Had: (1) Charles Benjamin, b. 22 Oct., 1845; (2) Sarah Ellen, b. Sept. 19, 1849.

195. WILLIAM LUMMUS, son of John and Clyranna (Burnham) Lummus, was born 25 Nov., 1787, and married, 23 Sept., 1817, Christian Fritts of Ashford, Conn., who died 13 Mar., 1879.

Children, born in Ashford:—

- 328. MARY ANN, b. 29 Jan., 1820; unm.; lived at Ashford, Conn.
- 329. CHESTER, b. 8 Feb., 1822; unm.; d. 1 Oct., 1874; member of Conn. House of Representatives, 1868, from Ashford.

197. ISAAC LUMMUS, son of John and Clyranna Burnham) Lummus, was born 27 Dec., 1794, and married, 24 Apr., 1827, Abigail Sanders, who died in 1850. He died 23 Sept., 1868, at Ashford, Conn.

Children:—

- 30. EMELINE SAUNDERS, b. 22 Sept., 1828; d. unm., 22 Feb., 1870.
- 31. JOHN HENRY, b. 4 Nov., 1831; d. unm., 17 June, 1860.
- 32. ABIGAIL ANGELL, b. Dec., 1834; unm.; lived at Hampton, Conn.

199. RUFUS LUMMIS, son of Jonathan and Elizabeth Bennett) Lummis, was born 11 Sept., 1789, and married, first, 1 Dec., 1814, Lucinda Holt, who died 20 Oct., 1842; married, second, 28 Mar., 1848, Amy Whiton Moore, who died 23 Aug., 1859. He died 30 July, 1859, at Woodstock, Conn.

Children:—

- 33. DANIEL, b. 29 Jan., 1817; m. 20 Mar., 1845, Sarah Maria Rouse, and d. 15 Aug., 1884, at Olneyville, R. I. Had: (1) Albert Sweet, b. 17 July, 1849; (2) Josephine Maria, b. 14 Sept., 1852; m. Edward Rouse.
- 34. JOHN, b. 13 Feb., 1819; m. 20 Mar., 1851, Rowena Chapman. Lived at Chaplin, Conn., and d. 5 Nov., 1864, in Andersonville prison. Had: (1) Frank C., b. 12 Mar., 1852; (2) George E., b. 18 Oct., 1854; (3) Della A., b. 6 June, 1855.
- 35. HIRAM HOLT, b. 22 Dec., 1821; m. 11 July, 1850, Ann E. Gilbert; Yale Coll., 1845; d. 18 June, 1860, in Kentucky. Physician. Had: Henry, b. 7 Nov., 1856.
- 36. MARY ELIZABETH, b. 2 Dec., 1823; m. Alvin Bugbee. She d. 29 Oct., 1862, at Pomfret, Conn.
- 36a. LUCY LUCINDA, b. 5 Feb., 1826; d. 15 Feb., 1826.
- 37. LUCY MARIA, b. 6 Mar., 1828; m. Marshall Green of Worcester, Mass.
- 38. CLARA SOPHIA, b. 7 Sept., 1830; m. Handel Robbins. She d. 10 May, 1868, at Chaplin, Conn.

218. DAVID LUMMIS, son of Jonathan and Phoebe Lummis, was born 14 Sept., 1794, and married, 7 May, 1825, Susan Brooks, at Bridgeton, N. J. He died 2 May, 1864. In 1873 she resided in Bridgeton, N. J.

Children:—

- 39. ELIZA, b. 20 Sept., 1826; m. 1847, James Davis of Bridgeton, N. J., and d. 26 July, 1883.

340. HANNAH S., b. 29 July, 1829; m. 1st, 1845, William Smith of Bridgeton, N. J.; m. 2d, Henry Greiner.
341. DAVID, b. 15 Aug., 1832; m. 6 Mar., 1853, Elizabeth Hillman of Camden, N. J. Had: (1) Francis Elmer, b. 2 Dec., 1853; (2) Charles Henry, b. 4 May, 1859; (3) Lizzie, b. 6 Nov., 1861.
342. SUSAN BROOKS, b. 18 Mar., 1836; m. Mar., 1858, James Elwell of Bridgeton, N. J.; and d. 9 Jan., 1884.
343. JONATHAN, b. 23 Feb., 1840; m. 11 June, 1868, Mary Ann Potts of Camden, N. J. Had: (1) Howard A., b. 2 June, 1869; (2) Ella B., b. 28 Feb., 1871; (3) Clarence, b. 16 Feb., 1874; (4) Mary Potts.

221. SAMUEL LUMMIS, son of Samuel and Hannah (Smith) Lummis, was born 25 Dec., 1773, and married, 1st, 16 Sept., 1797, Sarah Loder. He married, 2d, 11 Dec., 1800, Sarah Curry of Lower Penn's Neck, N. J.

Children:—

344. SALLY, b. 5 Oct., 1798; m. John Barber, who d. 1850. In 1874 she resided at Wilmington, Del.
345. RACHEL, b. 25 Sept., 1801; d. young.
346. DAVID, b. 9 Dec., 1803; d., unm., 1854, at Salem, N. J.
347. WILLIAM, b. 22 June, 1806; d. 1870, at Upper Penn's Neck, N. J. No children.
348. HANNAH, b. 5 June, 1809; m. John Curry, who d. 1840. In 1874 she resided at West Philadelphia, Pa.
349. JOHN CURRY, b. 29 Dec., 1811.
350. MARY, b. 17 July, 1814; d. young.
351. SAMUEL, b. 17 Mar., 1817; m. — Maier. He d. 1850, at Penn's Neck, N. J. Had: (1) Hannah; (2) Thomas; (3) Joseph, b. 1850.

222. REV. WILLIAM LUMMIS, son of Samuel and Hannah (Smith) Lummis, was born 4 May, 1776, and married, 1st, 21 Sept., 1801, Mary McDole, who died 26 Jan., 1808, aged 27 years. He married, 2d, Sarah E. Jones, who died 20 Nov., 1864, aged 74 years. He died 1 Nov., 1843.

Children, 5 lived to maturity, 12 died in early infancy:

352. SAMUEL HARRIS, b. 14 Aug., 1802.
- 352a. ALEXANDER, b. 12 Jan., 1804.
- 352b. ELIZA, b. 25 July, 1806.
- 352c. WILLIAM, b. 28 July, 1807.

- 353. FLETCHER, b. 10 July, 1819.
- 354. HENRY, b. 25 May, 1825.
- 355. GEORGE BAYARD, b. 6 Dec., 1828; d., unm., 4 Dec., 1866.
Surgeon in the Civil War.
- 356. SARAH ELMA, b. 21 Sept., 1834; d. 19 Oct., 1877, at Hollis, N. H.; m. 13 July, 1861, Rev. Hiram Loammi Kelsey of Claremont, N. H. 6 chn.

226. WILLIAM NIXON LUMMIS, son of Ebenezer and Susannah Lummis, was born 17 April, 1775, in Woodbury, N. J., and married, first, 14 Mar., 1799, Elizabeth, daughter of Jacob Fries of N. J., who died 4 May, 1806. He married, second, 1 June, 1808, Sarah Maxwell, born 7 Sept., 1780, and died 8 Nov., 1849, daughter of John Maxwell of N. J. He settled in Wayne Co., N. Y., in 1804. He was a physician, and practiced in Woodbury, N. J., was of great experience and intelligence, and emigrated to Ontario, N. Y., when it was almost a wilderness. He died 16 April, 1833, at Sodus Point, Wayne Co., N. Y. Lummisville was named for him. Sarah Lummis of Maxwell, Wayne Co., N. Y., widow of the late Dr. William N. Lummis, sold land, May 1, 1833, in Amwell, Hunterdon Co., N. J.

Children :—

- 357. JACOB FRIES, b. 1 June, 1800. At 23 years of age, and unm., went to South America, and never afterwards heard from.
- 358. SARAH ANN, b. 3 Aug., 1802; d. 4 Oct., 1803.
- 359. BENJAMIN RUSH, b. 6 Sept., 1804.
- 360. WILLIAM MAXWELL, b. 29 Aug., 1809.
- 361. ELIZABETH FRIES, b. 31 Oct., 1810; m. 8 Dec., 1831, Dr. William H. Ellett of Columbia, S. C. No chn. He was a professor at Columbia College, S. C., and d. 1858. She was author of "Famous Women of the Revolutionary War." She died 3 June, 1877, at New York City.
- 362. JOHN MAXWELL, b. 29 Apr., 1812; d. 13 Mar., 1818.
- 363. ANNA MARIA, b. 17 May, 1814; m. 5 Oct., 1841, Philo B. Sheldon, and d. without issue 27 Apr., 1842, at Huron, N. Y.
- 364. SARAH ANN, b. 25 Dec., 1815; d. 26 Feb., 1818.
- 365. DAYTON, b. 25 May, 1817.

239. SAMUEL LUMMUS, son of Samuel and Margaret (Elder) Lummus, was born at Hamilton, 2 Dec., 1802, and married, first, 22 Dec., 1826, Sophronia, daughter of

Paul and Nancy Porter of Wenham, who died 4 Sept., 1847, aged 40 years. He married, second, at Portsmouth, N. H., 6 Feb., 1850, Mrs. Susan (Heard) Lord, who died 12 Mar., 1879. He died 18 June, 1853, at North Beverly.

Children, born in Beverly:—

- 366. EMERY PORTER, b. 6 Oct., 1828; d. 18 June, 1853.
- 367. HARRIET, b. 3 Sept., 1829; d. 27 Feb., 1830.
- 368. ELIJAH ELDER, b. 9 Jan., 1831.
- 369. SAMUEL ABBOTT, b. 18 Oct., 1832; d. 1 Jan., 1840.
- 370. DAVID FRANCIS, b. 17 Nov., 1834; d. 20 Dec., 1839.
- 371. CHARLES OTIS, b. 23 Dec., 1836.
- 372. EZRA AUSTIN, b. 27 May, 1839; d. 5 July, 1845.
- 373. ELLEN MATILDA, b. 1 May, 1841; d., unm., 13 Sept., 1875, in North Beverly.
- 374. SAMUEL FRANCIS, b. 10 Apr., 1843; d. 28 Feb., 1844.
- 375. SARAH ELIZABETH, b. 6 Nov., 1844; m. 29 Dec., 1870, Frank P. Clark. She d. 9 Mar., 1877, at Sudbury. Had: (1) Fred L. Clark, b. 6 Dec., 1872; (2) Charles E. Clark, b. 9 Apr., 1874; (3) Ellen O. Clark, b. 15 Aug., 1876.

246. GEORGE ABBOTT LUMMUS, son of John and Elizabeth (Cummings) Lummus, was born in Topsfield, 6 Dec., 1804, and married, first, 24 April, 1824, Elizabeth Cutter (born 12 Feb., 1804), daughter of Washington and Elizabeth (Robbins) Cutter of Cambridge. They lived in New York, where she died 15 Nov., 1843. He married, second, 11 Mar., 1844, Emily Conkey, who died 7 June, 1873, aged 68 years. He died in Wenham, 18 Nov., 1870. He was a marine engineer on Long Island Sound boats running out of N. Y. City.

Children:—

- 375a. GEORGE ABBOTT, b. 24 Aug., 1825; d. 16 Aug., 1828.
- 375b. HENRY MASON, b. 18 Jan., 1829; d. 17 May, 1830.
- 376. ELIZABETH CUMMINGS, b. 11 June, 1831; m. in Wenham, 6 Sept., 1849, Charles James Perkins Floyd, shoemaker, son of John P. and Susan Floyd of Topsfield. She d. 1 June, 1890. He d. 10 Mar., 1905. 5 chn.
- 377. MARY CUTTER, b. 8 Sept., 1834, in New York City; m. at Hamilton, 11 Mar., 1858, Edwin W. Hilton, blacksmith. She d. 6 June, 1859, at Wenham.
- 378. JOHN, b. 31 Apr., 1837, in N. Y. City; m. 1st, 6 Aug., 1859,

Mrs. Mary Elizabeth (Bickford) Rowe, who d. 14 Mar., 1865, aged 35 y.; m. 2d, 13 Jan., 1867, Mrs. Emily Sophia (Eldridge) Pond, who d. 3 Apr., 1888, aged 59 y.; m. 3d, 3 June, 1890, Maria L. Fowler, who d. 26 Sept., 1910. Miller and grain dealer at Danversport. Children: (1) Hattie Hastings, b. 23 Jan., 1860, m. 29 Apr., 1885, Fred C. Merrill, 4 chn.; (2) Jane, b. 22 Oct., 1861, m. 28 June, 1888, Arthur Augustus Forness of Beverly, no issue; (3) Lizzie, b. 4 Sept., 1863, m. 4 May, 1884. Joseph Chandler Oakes, 2 chn.; (4) Emily Sophia, b. 27 Jan., 1869, d. 4 May, 1875.

378a. JOSEPH CUMMINGS, b. 24 July, 1839; d. 29 Dec., 1840.

378b. GEORGE ABBOTT, b. 16 Jan., 1845; d. 1 Apr., 1845.

247. JOHN LUMMUS, son of John and Elizabeth (Cummings) Lummus, was born 11 Nov., 1806, and married Jane Phelps. Resided in Somerville, a painter by trade. Fell from a house in Boston and broke his neck, 11 April, 1849, aged 42 years 5 months.*

Child:—

379. MARY ELIZABETH, b. 1835; m. Henry K. Cummings of California; 3 chn.

259. AARON LUMMUS, son of Rev. Aaron and Persis R. (Little) Lummus, was born in Lynn, 29 Jan., 1828, and married, 24 Sept., 1848, in Lynn, Harriett Newhall Richardson, born 28 June, 1824, daughter of Jonathan and Elizabeth (Newhall) Richardson. He was a cordwainer.

Children:—

380. HARRIET ELIZABETH, b. 28 Oct., 1848, at Ashford, Conn.

381. PERSIS MARIA, b. 13 Mar., 1851; d., unm., 23 Mar., 1873.

382. CHARLES EDWARD, b. 4 Aug., 1853, at Lynn; m. 23 Apr., 1885, Emily Grover Harding of Swampscott, who d. 19 Nov., 1886, ae. 28 y. Had: Edward King, b. 20 June, 1885, in Swampscott. Shoemaker, lives in Lynn.

260. EDWARD AUGUSTUS LUMMUS, son of George and Sally (Flint) Lummus, was born in Lynn, 8 Feb., 1820, and married, 31 Mar., 1844, Mary Bruce Silsbee, born 16 May, 1826, daughter of Nathan and Elizabeth S. (Dodge) Silsbee of Lynn. He was an apothecary and trader, and died 8 Jan., 1862. She died 29 Oct., 1897.

*An infant child of John Lummus of Boston was buried 25 June, 1837.—*Wenham Records*.

Children, first two born in Lynn :—

383. EDWARD FLINT, b. 9 Feb., 1847; d. 21 Jan., 1868, unm.
 384. GEORGE, b. 6 Jan., 1849; d. 6 Sept., 1865.
 385. EOLA MARCIA, b. 6 Mar., 1851; d. Sept., 1896; m. 20 Nov., 1873, Charles A. Ramsdell, auctioneer, of Lynn. 3 chn.
 386. MARY SILSBEE, b. 11 June, 1855; m. 20 Sept., 1883, G. Fred Page of Brooklyn, N. Y. 1 dau.
 387. JOHN ELIOT, b. 2 May, 1858; d. 5 Nov., 1883, unm.

274. SAMUEL PORTER LOOMIS, son of Horatio Porter and Mary (Whiteside) Lummus, was born 1 June, 1832, at Bath, Northampton Co., Pa., and married, 1850, at Lebanon, St. Clair Co., Ill., Mary, born at Halifax, Nova Scotia, daughter of William Maxner. Samuel was a private in Co. E, 2d Ill. Cavalry, in the Civil War, and a painter by trade. He died April, 1904, at Chattanooga, leaving a widow and one child.

388. ROMIE, b. 19 Feb., 1864, at Mauch Chunk, Pa.; m. 23 July, 1882, Mary, b. 3 Feb., 1862, at Jenkinstown, Pa., dau. of William and Naomi (Bullard) Wood. He is a fruit painter, spells his name Loomis, and in 1906 resided at 506 Dodds Ave., Ridgedale, Tenn.

285. HORATIO NELSON LOOMIS, son of Samuel Ashley and Amelia A. (Lambert) Loomis, was born 23 Sept., 1839, and married, 15 Feb., 1858, Josephine Wight, who died 18 Dec., 1873. He died 21 Feb., 1868, in Springville, Pa.

Children ;—

389. SARAH CELICIA, b. 12 Sept., 1858, in Auburn, Pa.; m. 24 Oct., 1876, Wilbur Clark Conrad. 1 child, d. y.
 390. STEPHEN WALTER, b. 25 Dec., 1861; m. 13 June, 1889, Mary Lenora Drake. 3 chn., b. at Auburn, Pa.

286. LAMBERT PRALL LOOMIS, son of Samuel Ashley and Amelia A. (Lambert) Loomis, was born 9 Nov., 1841, at Springville, Pa., and married, first, 16 Feb., 1863, Alzina, born in Springville, daughter of Harrison and Hannah Quick. She died 22 Jan., 1876, and he married, second, 23 Dec., 1879, Emma Jane Carline of Springville. Brick-maker.

Children, first two born at Tunkhannock, last two at Springville :—

- 391. HARRY CHARLES, b. 30 Apr., 1872; m. 23 Dec., 1896, Angeline Newman of Wilkes Barre. 1 son.
- 392. WALTER HARRISON, b. 16 Jan., 1874; graduate of Homeopathic Medical College, Cleveland, O.; surgeon Spanish Am. War; Baptist; physician and surgeon at Cleveland, O. Is married, a son Richard Paul having d. 14 June, 1912.
- 393. MADELINE DORA, b. 14 Nov., 1881.
- 393a. AMELIA ANN, b. 13 Feb., 1884; d. 5 Apr., 1885.
- 394. LOUIS, b. 18 June, 1886.

313. JOHN LUMMUS, son of John and Sarah E. (Lord) Lummus, was born 27 May, 1836, in Ipswich, and died 23 June, 1911. He married, at Portland, Me., 4 Feb., 1869, Letitia Nelson. They lived in Lynn and Salem. She died in Salem, 16 May, 1906, aged 56 years.

Children :—

- 394a. CHARLES NELSON, b. 14 Sept., 1870; d. 16 Feb., 1907; m. 16 Sept., 1896, Agnes Bailey, and lived in Portland, Me.
- 394b. BESSIE EMERSON, b. 16 Oct., 1873; d. 17 Sept., 1875.
- 394c. FREDERICK ROBBINS, b. 17 Oct., 1874; d. 8 Sept., 1876.
- 394d. JOHN, b. 8 June, 1877; machinist; m. 9 Feb., 1905, Helene Velsora Yeaton. Had: Helene Velsora, b. 21 Apr., 1906, in Peabody.
- 394e. JOSIE BROWN, b. 29 Aug., 1879; d. 23 Oct., 1879.
- 394f. AMELIA CECILIA, b. 12 Feb., 1883.
- 394g. CATHERINE LORD, b. 2 Jan., 1887; m. 2 Dec., 1907, Cecil H. Richards, and live in Portland, Me.
- 394h. SARAH BEATRICE, b. 3 May, 1889; d. 7 Aug., 1890.
- 394i. LETITIA NELSON, b. 21 Jan., 1893.

319. WILLIAM LUMMUS, son of Abraham and Sarah (Conant) Lummus, was born in Ipswich, 20 July, 1833, and died 12 Nov., 1901, in Lynn. He married, 25 Jan., 1857, Louise Mitchell, daughter of Winthrop and Louisa J. (Allen) Brown of South Danvers, who died 27 May, 1899. Manufacturer of sheep leather in Lynn. Lynn Common Council, 1873, and Board of Aldermen, 1875-6.

Children :—

- 394j. ANNIE, b. 4 Nov., 1857; d. 24 Mar., 1897; m. 10 June, 1880, Fred Spencer Fawcett of Winchester. 2 chn.
- 394k. NELLIE AUGUSTA, b. 12 June, 1861; d. 17 June, 1864.

394l. WILLIAM BROWN, b. 2 July, 1871; d. 16 May, 1873.

394m. HENRY TILTON, b. 28 Dec., 1876; m. 9 Oct., 1900, Eleanor Stetson, dau. John M. and Caroline S. Tarbox, b. in Lynn, 13 Dec., 1875. Had: Roger Conant, b. 3 June, 1903. Judge Lummus graduated from Boston Univ. Law School (1897), at the head of his class, and has been justice of the District Court of Southern Essex (Lynn), since 1907; chairman Lynn School Committee, 1901-2; author of "The Law of Liens" (1905), and numerous legal pamphlets.

349. JOHN CURRY LUMMIS, son of Samuel and Sarah (Curry) Lummis, was born 29 Dec., 1811, and married in 1835, Mary Seagraves Hewett, at Salem, N. J., who died 18 July, 1852. He died 23 July, 1860, at Wilmington, Del.

Children :—

395. SARAH, b. 14 Jan., 1836; d. 23 July, 1903; m. 6 Feb., 1862, Henry W. Miller of Philadelphia, Pa.

396. BENJAMIN HEWITT, b. 1 Oct., 1837; d. 31 May, 1871.

397. WILLIAM H. S., b. 10 May, 1839; m. a R. R. conductor; d. 6 Oct., 1882.

398. SAMUEL, b. 9 Apr., 1842; d. 12 Aug., 1843.

399. ELIZABETH H., b. 17 Mar., 1846; m. 14 Mar., 1868, Morris M. Weldie, Wilmington, Del.

400. ANNA MARY, b. 12 Sept., 1848; m. 12 Sept., 1871, Francis C. Allen, Wilmington, Del.

401. EMMA JANE, b. 3 Apr., 1851; d. 17 Dec., 1860.

352. SAMUEL HARRIS LUMMIS, son of Rev. William and Mary (McDole) Lummis, was born 14 Aug., 1802, and married, 1 Oct., 1826, Mary H. Rogers. He died 4 Feb., 1852, at Camden, N. J.

Children :—

402. WILLIAM R., b. 12 Dec., 1827; lived, unm., at Trenton, N. J.; d. 25 Feb., 1895.

403. THOMAS R., b. 12 May, 1831; d. 26 July, 1831.

404. SAMUEL H., b. 28 Nov., 1833; m. 31 Aug., 1862, Sarah A. Early of Camden, N. J. Had: (1) Samuel H., b. 14 May, 1867.

405. MARY R., b. 4 Oct., 1839; m. 15 June, 1865, John Hoy of Camden, N. J. 7 chn.

353. REV. FLETCHER LUMMIS, son of Rev. William and Sarah E. (Jones) Lummis, was born 10 July, 1819, and married, 10 April, 1851, Lydia, born Otisville, N. Y.,

22 Feb., 1816, daughter of Dr. Silas and Sarah (Smith) Loomis. He died 13 Jan., 1882, at Newark, N. J. She died 13 Nov., 1893.

Children:—

06. SOPHIA, b. 11 Jan., 1852; d. 20 Dec., 1856.

07. HENRIETTA ELMA, b. 29 Apr., 1856.

07a. GEORGE, b. 6 Dec., 1859; d. 4 Dec. 1866.

354. REV. HENRY LUMMIS, son of Rev. William and Sarah E. (Jones) Lummis, was born in Elizabeth, N. J., 25 May, 1825, and married, first, 8 May, 1858, Henrietta Waterman Fowler, who died 27 April, 1861. He married, second, 25 Dec., 1865, Jennie Brewster of Gilmantown, V. H. He was a graduate of Wesleyan University and a professor at Appleton, Wis., and at one time master of the Lynn (Mass.) High School. He died 25 Apr., 1905, at Appleton, Wis.

Children:—

08. CHARLES FLETCHER, b. 1 Mar., 1859, in Lynn; m. 1st, 16 Apr., 1880, Mary Rhoades; m. 2d, 27 Mar., 1891, Eva Douglass; Harvard (1887); newspaper editor and author, librarian Los Angeles Public Library. 3 chn.

09. LOUISA ELMA, b. 15 Dec., 1860, in Northfield, N. H.

10. HARRIETT, b. 29 Nov., 1866, in Auburndale, Mass.; m. 11 Oct., 1905, Wm. Milligan Smith. Lives in Baltimore, Md.

11. HENRY BREWSTER, b. 8 Aug., 1868; d. 1 Mar., 1900.

12. KATHERINE, b. 23 Nov., 1870, in Natick, Mass.

12a. GERTRUDE, b. 29 Sept., 1875, in Ashland, Mass.; m. 24 Dec., 1898, Otis Stehn.

12b. LAURA, b. 5 Mar., 1881, in Watertown, Mass.

359. BENJAMIN RUSH LUMMIS, son of Dr. Wm. N. and Elizabeth (Fries) Lummis, was born 6 Sept., 1804, and married, first, 20 Oct., 1829, Ann Maria Willig. He married, second, Georgiana Willig of Sodus Point, N. Y., where he resided in 1906.

Children:—

13. GEORGETTE, b. 4 Sept., 1830, at Sodus Point, N. Y.

14. WILLIAM P. D., b. Oct., 1832; d. 1835.

15. WILLIAM, b. Aug., 1837; d. Nov., 1838.

16. BENJAMIN, b. 17 Sept., 1840; d. 5 July, 1850.

17. ROSE, b. 13 Sept., 1843.

18. WILLIG, b. 16 Jan., 1847.

360. WILLIAM MAXWELL LUMMIS, son of Dr. Wm. N. and Sarah (Maxwell) Lummis, was born 29 Aug., 1809, and married, 15 June, 1840, Ann, daughter of William O'Brien of New York City. She died 6 Mar., 1904. He was a dry goods merchant in New York City, and died there 21 Aug., 1869.

Children:—

- 419. WILLIAM, b. 2 May, 1841.
- 420. JOHN MAXWELL, b. 18 Nov., 1842; m. Elizabeth Cynthia Burt.
- 421. MARY FLORENCE, b. 3 Jan., 1847; living, unm., 1907.
- 422. CHARLES AUGUSTUS, b. 28 Apr., 1849; m. 20 Apr., 1899, Marion C. Duhain. Lawyer in New York City. 2 chn.
- 423. DAYTON, b. 2 July, 1851; d. 1 Aug., 1854.
- 424. ELISA O'BRIEN, b. 13 Apr., 1855; living, unm., 1907.
- 425. BENJAMIN RUSH, b. 27 July, 1857; living, unm., 1907.

365. DAYTON LUMMIS, son of Dr. William N. and Sarah (Maxwell) Lummis, was born 25 May, 1817, and married, 10 June, 1841, Elizabeth Ann Hunting, who died 17 Jan., 1897, aged 75 years. He died 13 May, 1870, at Newark, N. J.

Children:—

- 426. CLARA, b. 10 Oct., 1842; m. 10 May, 1866, Alfred M. Parker of Elizabeth, N. J.
- 427. HENRY MAXWELL, b. 23 Aug., 1847; unm.; lawyer; d. 28 May 1879, at N. Y. City.
- 428. IDA, b. 11 June, 1859; d. 14 Aug., 1859.

368. ELIJAH ELDER LUMMUS, son of Samuel and Sophronia (Porter) Lummus, was born in Beverly, 9 Jan., 1831, and married, at Concord, N. H., 15 Dec., 1853, Frances Ellen Lord of North Beverly, who died at Sudbury, 13 Sept., 1875, aged 43 years. He died 15 Nov., 1894. Lived at Beverly. Grocer; member of Mass. Legislature.

Children, born in Beverly:—

- 429. LIZZIE ANN, b. 17 Nov., 1856.
- 430. SAMUEL PORTER, b. 23 Oct., 1858; m. 1st, 9 Oct., 1888, Mrs. Matilda (Wyckoff) Roberts; m. 2d, 3 June, 1911, Mrs. Carrie E. (Harrington) Richards. Lives in Philadelphia.
- 431. CARRIE LORD, b. 12 Dec., 1867.
- 432. NELLIE FRANCES, b. 21 Oct., 1869; d. 21 Aug., 1872.

433. FRANK EMERY, b. 7 Jan., 1872; m. 23 June, 1915, Alice Jewel Mellows; lives in Philadelphia, Pa.

433a. FRED ELDER, b. 31 Mar., 1874; d. 25 Sept., 1874.

371. CHARLES OTIS LUMMUS, son of Samuel and Sophronia (Porter) Lummus, was born in Beverly, 23 Dec., 1836, and died at Pinehurst, N. C., 6 Mar., 1899. He married, first, 26 Apr., 1862, Rebecca Kelsey Copson, born in Nuneaton, Eng., 13 Jan., 1837, who died in Newton, 24 Nov., 1877. He married, second, 19 Feb., 1891, Bertha Sanger. He was a carpenter and contractor in Newton.

Children:—

433b. CHARLES ALBERT, b. 9 Feb., 1863; m. in Framingham, 23 Jan., 1907, Agnes Valerie Clough, b. Arlington, Vt. In the shoe business, and afterwards in the printing business. While travelling about the United States collected much of the information included in this genealogy. Lives in Lynn.

433c. SARAH ELLEN, b. 6 Dec., 1870; d. 19 July, 1873.

396. BENJAMIN H. LUMMIS, son of John C. and Mary S. (Hewett) Lummis, was born 6 Oct., 1837, and married, 10 Dec., 1863, Elizabeth Love Clarmen. He died 31 May, 1871, at Wilmington, Del.

Children:—

434. WILLIAM HENRY, b. 1 May, 1865.

435. JOHN C., b. 24 Feb., 1867; d. 19 June, 1869.

436. JAMES FRANKLIN, b. 9 Oct., 1868; d. 29 June, 1869.

437. MARY, b. 8 Jan., 1870; d. 13 Oct. 1875.

438. BENJAMIN H., b. 30 Dec., 1871.

419. WILLIAM LUMMIS, son of William M. and Ann (O'Brien) Lummis, was born 2 May, 1841, and married, 17 May, 1886, Elizabeth Vesey Coleman. He was educated for the law at Columbia College. Is ex-President of the New York Stock Exchange and a director of numerous railroad and business corporations.

Children:—

439. WILLIAM MAXWELL (twin), b. 11 Mar., 1887; d. 20 Mar., 1887.

440. JOHN MAXWELL (twin), b. 11 Mar., 1887; d. 21 Mar., 1887.

441. RUTH, b. 10 Oct., 1889; d. Aug., 1890.

442. WILLIAM MAXWELL, b. 2 Jan., 1891.

443. HARRIET, b. 23 Nov., 1891.

444. CHARLES PARSONS, b. 26 Feb., 1893; d. 4 May, 1897.

445. JOHN MAXWELL, b. 30 June, 1895.

HATHORNE: PART OF SALEM VILLAGE IN 1700.

BY SIDNEY PERLEY.

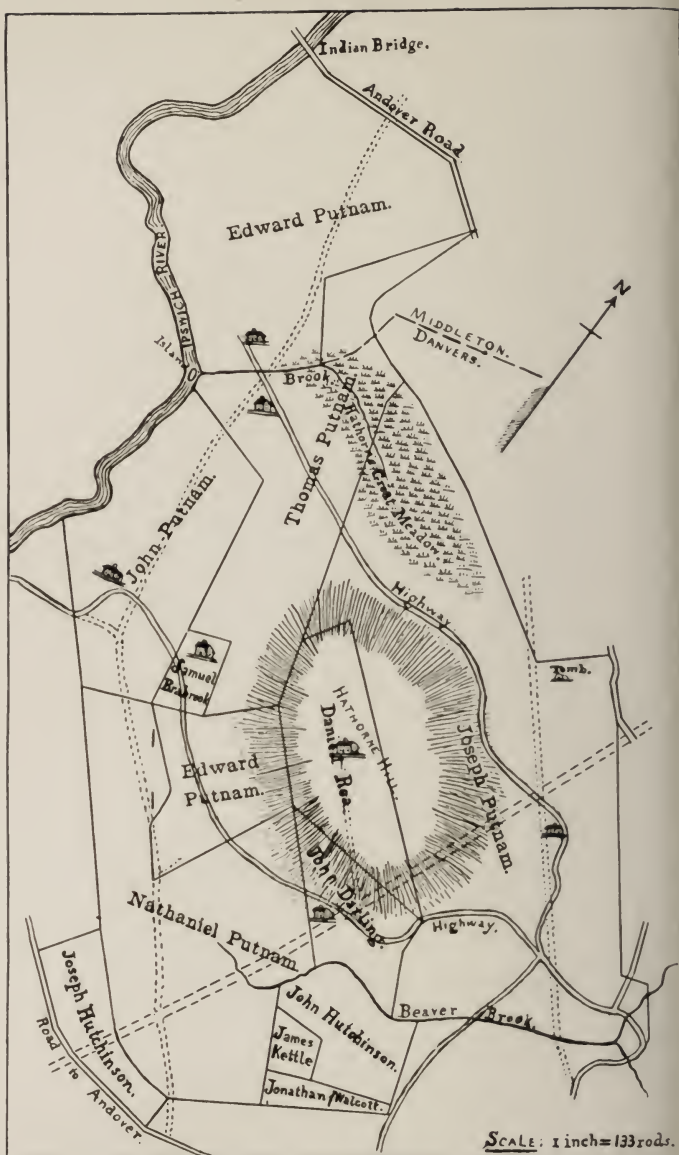
THIS article comprises a section of country about two and a half miles in length and one and a half miles in breadth; and extends from about Centre street northerly to Indian bridge in Middleton and from about Maple street westerly to Ipswich river.

That part of the territory shown on the map as northerly of the dashes was, before 1728, a part of the town of Topsfield, and since that time a part of Middleton. That part lying southerly of the dashes was a part of Salem until 1752, when it became a part of Danvers.

The larger part of this territory belonged to John Putnam, the immigrant, and his son Lt. Thomas Putnam, approximating in this section alone about one thousand acres; and it is impossible to designate each tract procured by them, by grant, purchase or devise.

There were several roads in the early days, some private and some public, across this territory to reach the homes of the people. The location of the Newburyport turnpike is shown by parallel lines of dashes. The present Maple street between Beaver brook and the Essex County Agricultural school is shown by dotted parallel lines. Dayton street is also shown in the same way.

The oldest of the highways within this territory is probably that which runs from the County Agricultural school to the Indian bridge, over Ipswich river, in Middleton. This was originally an Indian trail, and the aborigines forded the river where the bridge is located. This is described as a "highway which was laid out for Andover men," in 1685; and the bridge was there then and called "the bridge or casway made for Andover men." It was also called the Andover road in the same



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ear. In 1696, it was called "ye old highway which was the highway from Salem to Andover; and in 1697 it was called "the old highway that was laid out for Andover men." In 1719, it was called "the road that goeth to ye river bridge."

Centre street was in existence in 1700. It was called the highway, in 1701; Andover road, in 1717; the county road, in 1733; the county road leading from the First church to Middleton, in 1840; the old Andover and Salem road, in 1856; and Centre street as early as 1853.

The Crawford road, so called, existed quite early, running from the Putnam houses on either side of the brook at the line between Danvers and Middleton to the village meeting house. It was called at the brook the highway that comes down the hill, in 1734; a way leading to Richardson's farm in Middleton, in 1794; and an old road, in 1851.

The old road, which is now partly obsolete, running from the preceding road near Beaver brook railroad station to the ancient log bridge over Ipswich river, was there quite early, and accommodated several families. It was called the highway leading to Capt. Asa Prince's house, in 1776; and a way leading to Joseph Putnam's, in 1794.

Ingersoll street was laid out from Centre street to the turnpike by the town in 1783. It was called the way laid out by the selectmen of Danvers to accommodate Captain Ingersoll, in 1800; the road leading from Centre street to the turnpike, in 1871; a road leading from the Peabody farm, so called, to the Newburyport turnpike, in 1874; and Ingersoll street, in 1882.

The eastern portion of Dayton street from R. M. Peabody's to Centre street is somewhat older than the remainder of Dayton street. This part was called the road that leads to Oliver Putnam's, in 1781; the highway in 1785; the highway which leads to Middleton, in 1786; a road leading from Andover road to Oliver Putnam's, in 1791; the road commonly called "Whittredge's land, altho now a county road," in 1801; road leading from the school house near Timothy Fuller's to Peter Cross', in 1817; road from Newburyport turnpike to Peter Cross',

in 1819; and the Middleton road, in 1849. That part of Dayton street westerly and northerly from the house of R. M. Peabody was called a new located highway leading from Middleton to Danvers, in 1856; and Dayton street, in 1866. Near Howes' station, in Middleton, it was called a road, in 1784; and a highway, in 1845. The almost obsolete road leading from Dayton street over the hill past the Warren Putnam house and then across the valley and over the western part of Asylum hill, was called the road, in 1808; a town road leading to the dwelling house of Eben Putnam, in 1817; and road leading to Middleton, in 1819.

The Newburyport turnpike was laid out in 1803 and constructed the next year. This section of the turnpike was made by Capt. Jonathan Ingersoll, who then lived in the Darling house. It was called the turnpike road, in 1804; and the Newburyport turnpike, in 1816. It was accepted as a county highway May 10, 1849; and was called Newbury street as early as 1853.

Maple street, from a point near the Beaver brook railroad station, was laid out in 1808; and was called the highway, in 1830; the county road, in 1835; and Maple street, in 1874.

John Putnam House. This lot of one hundred acres of land was early the property of John Putnam and conveyed by him to his son Nathaniel apparently in or before 1653; and part of this and adjoining land to his son Thomas Putnam of Salem March 3, 1653.* The brothers Thomas Putnam and Nathaniel Putnam thus became owners of five hundred acres of land here; and they divided it Dec. 20, 1669,† Nathaniel receiving this portion of it. Nathaniel Putnam, sr., of Salem, in consideration of love, conveyed it to his son John Putnam Aug. 10, 1681;‡ and the latter built a house thereon. He lived here, and was known as "Carolina John Putnam." John Putnam, sr., of Salem, "in consideration of the maintenance of my wife and myself," conveyed to his sons Joshua Putnam and Amos Putnam "the farm and build-

*Essex Registry of Deeds, book 2, leaf 12.

†Essex Registry of Deeds, book 3, leaf 74.

‡Essex Registry of Deeds, book 6, leaf 11.





THE JOHN PUTNAM HOUSE.



THE DARLING-PRINCE-INGERSOLL HOUSE.

ings where I now live, and if they build a new house the
ne shall enjoy ye new one and ye other the old one,"
March 6, 1719.* Mr. Putnam died in September, 1722.
He made his will Nov. 30, 1721, "Being," as he states
n it, "By y^e providence of God taking sick and I am
fraid of ye small pox itt Being In my family." Amos
Putnam evidently built a new house and lived in it on
he northeasterly part of the farm, being a yeoman. His
rother Joshua had the old house and the southwesterly
ortion of the farm. Joshua Putnam died about 1731;
nd his daughter Hannah, wife of John Preston, became
ossessed of the place. She died March 28, 1771; and
er son John Preston was the next owner of the farm.
John Preston died Dec. 23, 1827; and Peter Cross of
Danvers, yeoman, and wife Hannah, David Preston of
Lynnfield, gentleman, Perley Putnam of Salem, esquire,
nd wife Betsey, William Goodale of Danvers, esquire,
nd wife Hitty, Nathaniel Pope of Danvers, yeoman,
nd wife Abi, for twenty-five hundred dollars, conveyed to
Charles Peabody of Danvers, yeoman, five-sixths of this
arm of John Preston of Danvers, deceased, April 8,
1831.† The other sixth interest was conveyed by Joseph
Shed, esquire, of Danvers, guardian of Nathaniel W. Pres-
on and Ira Mills Preston, minor children of Ira Preston
of Danvers, deceased, to Mr. Peabody, June 11, 1831.‡
Mr. Peabody died June 8, 1875, intestate. George B.
Martin released the estate to George H. Peabody of
Danvers, a son of the deceased, July 20, 1880; and
Charles H. Peabody of Peabody, Benjamin A. Peabody
of Somerville, Laland Osborne of Greenfield, N. H., and
wife Sarah J. Osborne, James M. Faulkner of Danvers
nd wife Mary A. Faulkner, heirs of the deceased, con-
veyed to Mr. Peabody their interests in the estate April
24, 1882.§ Mr. Peabody conveyed the same to Mary M.
Faulkner of Hancock, N. H., Feb. 18, 1890;|| and she
econveyed it to him Nov. 28, 1894.¶ Mr. Peabody con-

*Essex Registry of Deeds, book 49, leaf 125.

†Essex Registry of Deeds, book 261, leaf 262.

‡Essex Registry of Deeds, book 261, leaf 263.

§Essex Registry of Deeds, book 1273, page 381.

||Essex Registry of Deeds, book 1273, page 383.

¶Essex Registry of Deeds, book 1446, page 322.

vayed the estate to Carrie E. Leadbetter of Danvers July 9, 1895.* While Mrs. Leadbetter owned the property, the buildings were burned May 21, 1904. The house was large, two-story and old-fashioned, having a lean-to, and in front a porch.

Samuel Brabrook House. This lot of land was the property of John Putnam early, and was conveyed by him,—John Putnam, the elder, of Salem, yeoman,—to his son Thomas Putnam of Salem March 3, 1653.† John Putnam had already conveyed the lot to the southwest to his son Nathaniel Putnam; and the brothers divided the five hundred acres, Thomas taking this part, Dec. 20, 1669.‡ Lt. Thomas Putnam built a house upon the lot, and lived in it until he erected, about 1678, by the river beyond the brook, a new house, in which he afterwards lived. This house continued to be occupied by his son Thomas. Thomas Putnam conveyed the house, barn and land to his son Thomas Putnam, jr., Jan. 2, 1685.§ The father died May 5, 1686, having in his will devised to “my son Thomas Putnam . . . the dwelling house he now lives in, with the Barne & oarchards, with all the land belonging thereto.” Thomas Putnam, the son, was a yeoman, and conveyed the house and lot to Samuel Braybrook of Salem, weaver, June 26, 1697.|| Mr. Brabrook lived here, and died in the spring of 1722, having devised it in his will to his wife Mary. She continued to live here, and, for one hundred and sixty-four pounds, conveyed the land and buildings to Joseph Putnam of Salem, husbandman, April 3, 1742.¶ The house was probably gone a few years later.

*Essex Registry of Deeds, book 1460, page 203.

†Essex Registry of Deeds, book 2, leaf 12.

‡Essex Registry of Deeds, book 3, leaf 74.

§Essex Registry of Deeds, book 7, leaf 68.

||Essex Registry of Deeds, book 26, leaf 38.

¶Essex Registry of Deeds, book 82, leaf 181.

This house and land may have been owned and occupied by John Hathorne in 1652, and his tract of land here may have included the fifty acres granted to him by the town of Salem Jan. 25, 1642-3. He was also part owner of the Hathorne grant. He removed to Malden, and, for forty-five pounds, conveyed to Thomas Putnam of Salem his house and two hundred and fourteen acres of upland and meadow in Salem June 16, 1651.—*Essex Registry of Deeds, book 1, leaf 17.*

Edward Putnam Lot. This lot of land belonged to Thomas Putnam quite early, and he conveyed it to his son Edward Putnam Jan. 2, 1685.* It belonged to Deacon Putnam in 1700.

Nathaniel Putnam Lot. That part of this lot, containing five acres and lying northeasterly of the dashes, early belonged to Mr. James Bailey, and was conveyed by Thomas Putnam, sr., of Salem, yeoman, for five pounds, to Nathaniel Putnam of Salem, yeoman, Nov. 21, 1681.†

The remainder of the lot had been owned by Nathaniel Putnam as early as 1680; and he owned the entire lot in 1700.

Joseph Hutchinson Lot. Richard Hutchinson of Salem, husbandman, for love, conveyed this lot to his son Joseph Hutchinson of Salem May 16, 1666;‡ and the lot belonged to Joseph Hutchinson in 1700.

Jonathan Walcott Lot. This lot early belonged to Joseph Hutchinson of Salem, yeoman; and he conveyed that part of it lying southwesterly of the dashes to Jonathan Walcott of Salem March 28, 1671.§

That portion of the lot lying northeasterly of the dashes was conveyed by Mr. Hutchinson to Mr. Walcott Feb. 26, 1677.§

The entire lot belonged to Captain Walcott in 1700.

James Kettle Lot. This lot of upland and swamp belonged to Joseph Hutchinson of Salem, yeoman, in 1680, and probably as early as 1671. He conveyed seven acres of it to Thomas Haines of Salem Aug. 10, 1681,|| and subsequently two acres, but the latter deed was not dated.¶ Mr. Haynes became a maltster, and, for thirty-six pounds, conveyed the entire lot of nine acres to James Kettle of Salem, potter, Nov. 16, 1697.** Mr. Kettle owned it in 1700.

John Hutchinson Lot. This lot of land belonged to Joseph Hutchinson of Salem, yeoman, as early as 1680,

*Essex Registry of Deeds, book 7, leaf 80.

†Essex Registry of Deeds, book 6, leaf 40.

‡Essex Registry of Deeds, book 3, leaf 18.

§Essex Registry of Deeds, book 5, leaf 15.

||Essex Registry of Deeds, book 6, leaf 12.

¶Essex Registry of Deeds, book 15, leaf 167.

**Essex Registry of Deeds, book 30, leaf 176.

and probably as early as 1671 ; and, for love, he conveyed it to his son John Hutchinson May 3, 1694.* This lot then included the "Wolfe pitts meadow."

John Darling House. This lot of forty acres of upland and meadow was the southerly end of the tract of land granted to Maj. William Hathorne by the town of Salem in 1637. Major Hathorne conveyed it to Capt. Richard Davenport of Castle Island July 15, 1647.† Captain Davenport was killed by lightning in the fort on Castle Island, in Boston harbor, of which he was "the keeper," June 15, 1665; and his children, by their attorney, Asaph Ellitt of Boston, merchant, and said Ellitt as administrator of the estate of Elizabeth Davenport, widow of the deceased, for thirty-five pounds, conveyed the lot to John Darling of Salem, seaman, May 7, 1680.‡ Mr. Darling built a house upon the lot; and resided in it. He died in 1713, and by agreement of the heirs this estate was assigned to his son Thomas Darling of Salem, husbandman. Mr. Darling, for seven hundred and seventy pounds, conveyed the house, barn and land to Dr. Jonathan Prince of Salem Jan. 16, 1734.§ Doctor Prince lived in this house, and died in May, 1753, having devised the house and land to his wife Mary for her life and with authority at her decease to dispose of it among "my children by her." She died intestate. David Prince and Daniel Prince, both of Danvers, yeomen, for nine hundred pounds, conveyed the buildings and land to Jonathan Ingersoll of Salem, merchant, Sept. 12, 1794.|| Mr. Ingersoll removed to Windsor, Vt., and mortgaged the estate to Susannah M. Saunders, Desire G. Saunders and Lydia M. Saunders, all of Salem, singlewomen, Jan. 1, 1817.¶ The mortgage was apparently foreclosed; and, Susannah having removed to the city of New York, the mortgagees conveyed the estate to Joseph Peabody of Salem, esquire, for eleven hundred and fifty dollars,

*Essex Registry of Deeds, book 19, leaf 106.

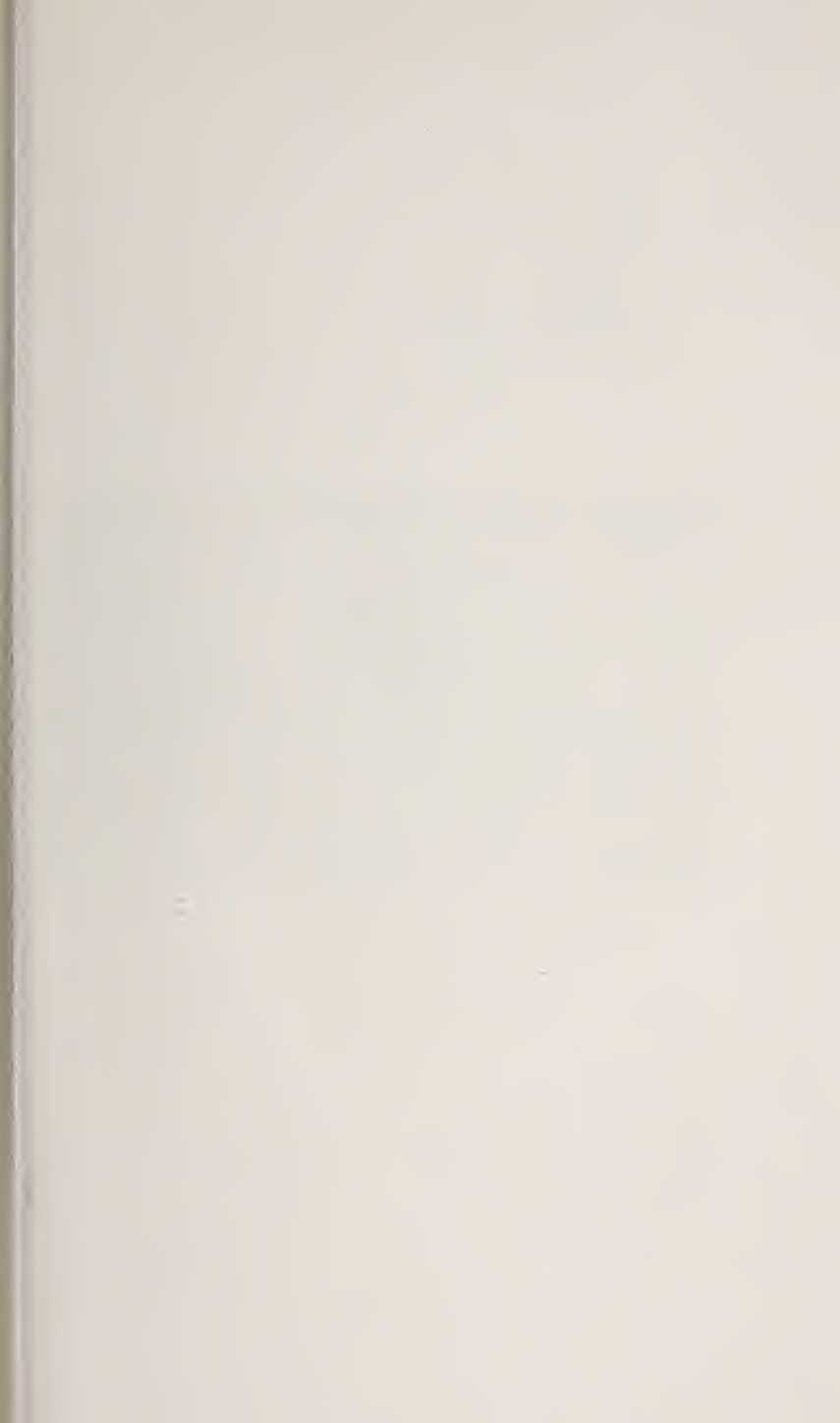
†Essex Registry of Deeds, book 2, leaf 55.

‡Essex Registry of Deeds, book 7, leaf 66.

§Essex Registry of Deeds, book 71, leaf 35.

||Essex Registry of Deeds, book 158, leaf 166.

¶Essex Registry of Deeds, book 211, leaf 264.





THE REA-DODGE HOUSE

March 1, 1827.* About 1845, Mr. Peabody sold the house to John Hook, who removed it to the corner of Hobart and Forest streets, where it still stands, being known as the Hook-Hay house.

Daniel Rea House. This tract of land was granted by the town of Salem to Maj. William Hathorne in 1637, and he sold it to John Putnam, sr., Richard Huchesson and Daniel Ray of Salem and John Hathorne of Lynn July 15, 1647, but no conveyance was made until a release was given Oct. 31, 1662.† The farm was divided, and Mr. Rea died possessed of his interest in it in the spring of 1662, before the release was given. He devised his part to his son Joshua and to the latter's son Daniel after him. The house was in existence in 1692, when it was occupied by Joshua Rea and his son Daniel. Its rooms were low-studded, with the oak timbers of the ceiling exposed to view, and there were large fire-places. No boards were used outside of the studding, the spaces between the studs being filled with bricks laid in clay, and the clapboards were nailed directly to the studding. Daniel Rea died in the winter of 1714-5, having devised his part of his real estate to his sons Uzziel and Lemuel. They made a partition of it March 19, 1715-6, and the portion with the buildings thereon was assigned to Uzziel. Uzziel Rea of Salem, husbandman, for thirteen hundred and forty pounds and ten shillings, conveyed the land and dwelling house and barn to Nathaniel Browne of Salem, husbandman, Feb. 2, 1741-2.‡ Nathaniel Browne of Salem, gentleman, conveyed the estate to Ebenezer Porter of Danvers, yeoman, it being described as "the farm on which grantee lives," with the dwelling house and barn, Oct. 28, 1754.§ Mr. Porter conveyed the same state to James Prince, jr., of Danvers, yeoman, April 4, 1763.|| Mr. Prince lived here, and conveyed one-half interest in it to his sons Joseph and Caleb, both of Danvers, cordwainers, April 22, 1796.¶ James Prince died

*Essex Registry of Deeds, book 245, leaf 115.

†Essex Registry of Deeds, book 2, leaf 255.

‡Essex Registry of Deeds, book 83, leaf 206.

§Essex Registry of Deeds, book 101, leaf 73.

||Essex Registry of Deeds, book 120, leaf 79.

¶Essex Registry of Deeds, book 160, leaf 274.

July 27, 1796; and James Prince, yeoman, Amos Prince, tanner, and Betsey Prince, weaver, all of Danvers, children of the deceased, for six hundred dollars, conveyed the undivided half interest of the deceased in the estate to their brothers, Joseph Prince and Caleb Prince, both of Danvers, cordwainers, the owners of the other half, Feb. 13, 1798.* Joseph Prince, yeoman, and Caleb Prince, gentleman, both of Danvers, for twenty-seven hundred dollars, conveyed the house, barn and land to Ebenezer Goodale, Esq., of Danvers Feb. 2, 1807.† Mr. Goodale conveyed the same property to Jonathan Ingersoll of Danvers, yeoman, July 29, 1811;‡ and Mr. Ingersoll, for eighteen hundred dollars, reconveyed the estate to Mr. Goodale July 20, 1812.§ For thirty-five hundred and eighty dollars, Mr. Goodale conveyed it to William Cochrane of Boston, gentleman, Nov. 29, 1813;|| and Mr. Cochrane conveyed the house, barn and land to Nathaniel Ingersoll of Brookline, gentleman, Dec. 31, 1813.¶ Mr. Ingersoll, still of Brookline, for five thousand dollars, conveyed the same estate to Henry Hubbard of Boston, merchant, Oct. 22, 1821;*** and, for a similar consideration, Mr. Hubbard conveyed it to widow Martha Babcock of Boston Jan. 20, 1823.†† For forty-four hundred dollars, Mrs. Babcock conveyed the buildings and land to John Andrew and Gideon Barstow, both of Salem, merchants, Aug. 3, 1826.‡‡ Mr. Barstow released his interest in the estate to Mr. Andrew Dec. 25, 1827;§§ and Mr. Andrew died July 6, 1829, possessed of the farm. For fifty-four hundred dollars, Leverett Saltonstall, administrator of the estate, conveyed it to Stephen Wilkins of Salem, mariner, Oct. 31, 1829;|||| and, for sixty-seven hundred and seventy-five dollars, Mr. Wilkins conveyed

*Essex Registry of Deeds, book 174, leaf 223.

†Essex Registry of Deeds, book 181, leaf 78.

‡Essex Registry of Deeds, book 194, leaf 193.

§Essex Registry of Deeds, book 199, leaf 23.

||Essex Registry of Deeds, book 201, leaf 181.

¶Essex Registry of Deeds, book 202, leaf 231.

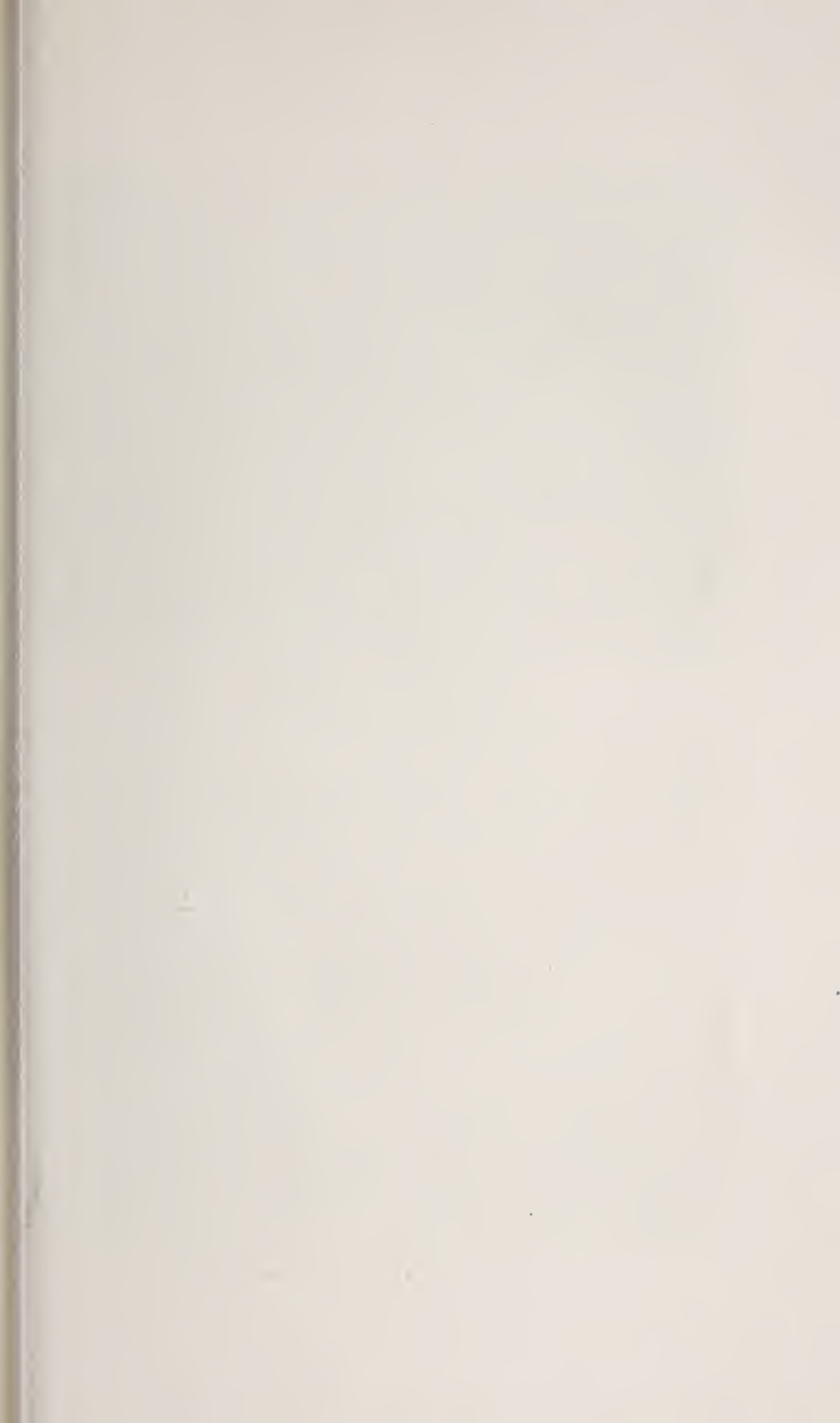
***Essex Registry of Deeds, book 227, leaf 302.

††Essex Registry of Deeds, book 231, leaf 238.

‡‡Essex Registry of Deeds, book 242, leaf 88.

§§Essex Registry of Deeds, book 250, leaf 300.

||||Essex Registry of Deeds, book 255, leaf 18.





THE JOSEPH PUTNAM HOUSE
Birthplace of Gen. Israel Putnam



THE PUTNAM-CRAWFORD HOUSE

it to John Dexter of Essex, gentleman, April 2, 1836.* Mr. Dexter lived here; and, for seven thousand dollars, conveyed the farm to Ebenezer Dodge of Salem, merchant, March 26, 1840.† It became the property of his son Francis Dodge Feb. 8, 1856;‡ and the latter conveyed it to the Commonwealth of Massachusetts for hospital purposes Nov. 29, 1873.§ The house was sold to Daniel Cahill, and, cut into two parts, it was removed to the easterly side of Maple street, just southerly from Nichols street, where it now constitutes two houses. Gen. Francis S. Dodge was born in this house in 1842.

Joseph Putnam House. This tract of land belonged to John Putnam early. He died in 1662; and then it was owned by his son Lt. Thomas Putnam, who, in 1682 or earlier, built a house upon the lot and lived here the last few years of his life. Lieutenant Putnam died May 5, 1686, having devised the house and one hundred and twenty acres of land to his second wife Mary and their only child, Joseph Putnam. Joseph Putnam died possessed of it in 1723. Upon his death, the place descended to his sons David and Israel. Israel became Gen. Israel Putnam. He released his interest in this house and land around it to his brother David Feb. 6, 1738.|| Col. David Putnam changed the roof of the house from a pitch to a gambrell roof, and removed the Beverly projection. He died in 1769; and the estate descended to his sons Joseph and Israel, who divided the property June 4, 1776, the house and sixty acres of the land being assigned to Israel Putnam.¶ Israel Putnam died Feb. 23, 1825, having devised the estate to his son Daniel Putnam. Mr. Putnam died Feb. 10, 1854, intestate, and the estate became the property of his son William R. Putnam of Danvers, yeoman, by several deeds from the children and heirs of the deceased: From Emma P. Kettelle, widow, and Susan Putnam, singlewoman, both of Danvers, Allen Putnam of Roxbury, esquire, Benjamin W. Putnam of

* Essex Registry of Deeds, book 290, leaf 50.

† Essex Registry of Deeds, book 318, leaf 17.

‡ Essex Registry of Deeds, book 526, leaf 209.

§ Essex Registry of Deeds, book 896, leaf 207.

|| Essex Registry of Deeds, book 74, leaf 246.

¶ Essex Registry of Deeds, book 134, leaf 220.

Dedham, teacher, John D. Philbrick, of New Britain, Conn., and wife Julia A. Philbrick, in her right, Sept. 5, 1855;* from Susan Putnam, guardian of Daniel F. Putnam, Sept. 5, 1855;† and from Eliza H. Putnam of Danvers, single-woman, Sept. 5, 1855.‡ William R. Putnam conveyed to Emma P. Kettelle, widow, and Susan Putnam, single-woman, both of Danvers, the western half of the house and land Oct. 17, 1855;§ and the eastern half on the same day.|| Mrs. Kettelle died July 24, 1867, having devised her half of the estate to her sister Susan Putnam, who still owned the other half. Miss Putnam died Dec. 2, 1900, having devised the house, barn and farm to her grandniece Susan Mabel Hood, "and I further direct that the said Susan Mabel Hood shall neither sell or mortgage said house or farm without first giving the descendants of my father, the late Daniel Putnam, an opportunity to purchase said ancient house and farm, to the intent that it may be kept in the Putnam family." Miss Hood, now Mrs. Emerson, still owns and resides upon the estate.

At the northern end of this lot is a burial place, and in its western end is the Thomas Putnam tomb, once a raised surface, but now sunken. In it is said to lie the remains of Ann Putnam, the girl who did so much to begin the witchcraft accusations. She died in 1716, at the age of thirty-six, and was the last person placed in the tomb.

Estate of Thomas Putnam House. The northerly part of this tract of land belonged to John Putnam early; and the lower or southerly portion was probably the eighty-acre lot granted to Ralph Fogg of Salem by the town of Salem, and which he conveyed to John Putnam April 14, 1652.¶ John Putnam conveyed it to his son Thomas Putnam of Salem March 3, 1653.** John Putnam conveyed the land lying to the southwest to his son Nathaniel Putnam; and the brothers divided the five

*Essex Registry of Deeds, book 520, leaf 275.

†Essex Registry of Deeds, book 520, leaf 276.

‡Essex Registry of Deeds, book 520, leaf 277.

§Essex Registry of Deeds, book 520, leaf 279.

||Essex Registry of Deeds, book 520, leaf 280.

¶Essex Registry of Deeds, book 6, leaf 77.

**Essex Registry of Deeds, book 2, leaf 12.

hundred acres, Thomas receiving this part, Dec. 20, 1669.* Thomas Putnam conveyed the land to his son Thomas Putnam, jr., Jan. 2, 1685 ;† and the grantee, Serg. Thomas Putnam, built a house thereon in 1697, having sold his old house to Samuel Brabrook. The new house was small, and built, apparently, out of second-hand lumber.‡ Mr. Putnam died in 1699, when the house, barn and one hundred and sixty acres of land were valued at only fifty-one pounds. The estate came into the ownership of his grandnephew Ezra Putnam of Middleton, esquire, who conveyed the buildings and land around them to Nathaniel Richardson of Salem, tanner, Sept. 16, 1786.§ Mr. Richardson conveyed the same estate to Oliver Perkins of Topsfield March 25, 1794.|| Mr. Perkins removed to this farm, and conveyed the dwelling house, barn and land to Moses Perkins of Middleton, cordwainer, March 14, 1800.¶ It became the homestead of Moses Perkins. Moses Perkins and Moses Putnam, both of Danvers, and Charlotte A. Perkins of Topsfield conveyed the estate to Joseph Towne of Marblehead, yeoman, March 28, 1846.** It became the homestead of Mr. Towne. Lorenzo P. Towne and wife Lois L. Towne, Cynthia J. Howe and Harriet A. Howe of Danvers conveyed the house and land to James Crawford of Danvers, shoemaker, May 31, 1864.†† In or before 1874, the house was removed across the brook, to the hill, westerly of the old site, where it has been greatly changed and is now the residence of the engineer of the hospital.

Edward Putnam House. This lot of land early belonged to Lt. Thomas Putnam; and he probably built a house thereon about 1678. He conveyed the house, barn and land to his son Edward Putnam Jan. 2, 1685.‡‡ Dea. Edward Putnam of Salem, for love, conveyed the house

*Essex Registry of Deeds, book 3, leaf 74.

†Essex Registry of Deeds, book 7, leaf 68.

‡Essex Institute Historical Collections, volume 48, page 102.

§Essex Registry of Deeds, book 145, leaf 291.

||Essex Registry of Deeds, book 158, leaf 44.

¶Essex Registry of Deeds, book 165, leaf 308.

**Essex Registry of Deeds, book 365, leaf 158.

††Essex Registry of Deeds, book 669, leaf 20.

‡‡Essex Registry of Deeds, book 7, leaf 80.

and land to his son Isaac Putnam Jan. 16, 1718-9;* and Isaac Putnam of Salem conveyed the same estate to Ezra Putnam of Topsfield, husbandman, Feb. 12, 1721-2.† Edward Putnam of Middleton, for love, gave another deed of the same premises to his son Isaac Putnam of Salem, it being "my now dwelling house," barn and land on which they stand, in Middleton, dated June 11, 1734;‡ and Isaac Putnam, having removed to Sutton, for six hundred pounds, conveyed the estate to Ezra Putnam of Middleton, husbandman, June 18, 1734.§ Ezra Putnam of Middleton, esquire, conveyed the buildings and land to Nathaniel Richardson of Salem, tanner, Sept. 16, 1786;|| and Mr. Richardson conveyed it to Oliver Perkins of Topsfield March 25, 1794.¶ Mr. Perkins died Jan. 30, 1826, having devised the estate to his son Jacob Perkins. Jacob Perkins of Middleton, yeoman, died Jan. 21, 1834, having devised it to his sisters Lucy Perkins and Lois Perkins for their lives and the remainder in fee to his nephew Jesse Perkins. Jesse Perkins of Middleton, yeoman, died Feb. 27, 1843, when the house was apparently gone.

*Essex Registry of Deeds, book 36, leaf 166.

†Essex Registry of Deeds, book 47, leaf 43.

‡Essex Registry of Deeds, book 67, leaf 208.

§Essex Registry of Deeds, book 67, leaf 209.

||Essex Registry of Deeds, book 145, leaf 291.

¶Essex Registry of Deeds, book 158, leaf 44.

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THE
ESSEX INSTITUTE
HISTORICAL COLLECTIONS

VOL. LIII — 1917



SALEM, MASS.

PRINTED FOR THE ESSEX INSTITUTE

1917

NEWCOMB & GAUSS
Printers
SALEM, MASS.

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